City of Saskatoon
Urban Design - Land Branch

Public Spaces, Activity and Urban Form

Strategic Framework - City Centre Plan Phase 1
November 2011

Client

City of Saskatoon

Community Services Department

Project Manager:	Jeanna South
Project Supervisor:	Rick Howse

Strategic Framework Steering Committee

Parks Branch Manager:	Wayne Briant
Transportation Branch Manager:	Angela Gardiner
Planner, Facilities Management Division University of Saskatchewan:	Colin Hartl
Executive Director. Riversdale BID:	Randy Pshebylo
Executive Director, Partnership BID:	Terry Scaddan
Special Projects Manager:	Sandi Schultz
Development Review Manager:	Tim Steuart
Transit Manager:	Mitch Riabko
Neighborhood Planning Manager:	Alan Wallace
Design and Development Meewasin Valley Authority:	Brenda Wallace

Contributors

Urban Design:	Genevieve Russell
	Henry Lau
	Allie Perrin
	Liz Hartman
	Cindy Painchaud
Transportation Planning Engineer :	Don Cook
Transportation Operations Manager:	Russell Dixon
Planner - Future Growth:	Chris Schulz
GIS Manager:	Nancy Bellegarde

This work is licensed under a Creative Commons Attribution-NonCommercial-NoDerivs 3.0 Unported License. Further copies of this report can be downloaded from www.saskatoon.ca

ISBN 978-0-9878621-0-5 | November 2011

Lead Consultant

Sweeny Sterling Finlayson &Co Architects Inc.

468 Wellington Street W., Toronto ON, Canada M5V 1E3

www.andco.com

Partner in Charge:	Mark Sterling
Project Manager:	Chris Hardwicke
Professional Staff:	Mike Votruba
	Alan Ng
	Hai Ho
	Catia Da Silva
	Ladan Dana

Sub-Consultant

Stantec Architecture

	Jyhling Lee
	Jim Siemens

Additional Information Source

Colliers McClocklin Real Estate Corp

Duncan Mayer

Acknowledgements and Disclaimers

The Public Spaces, Activity and Urban Form Strategic Framework was commissioned by the City of Saskatoon. Sweeny Sterling Finlayson &Co Architects were asked to produce this report that illustrates data about public life in Saskatoon's city centre and provides advice and opportunities for future public realm planning.

The opinions expressed in the report are those of the authors, Sweeny Sterling Finlayson &Co Architects, and are not to be construed as being the adopted policy of the City of Saskatoon. The data and supporting information used in the study came from a variety of sources including the City of Saskatoon and data gathered by the University of Saskatchewan. Although every care has been taken to ensure the reliability of the information supplied, we can not warrant the completeness or accuracy of the data.

Information Sources

University of Saskatchewan

Regional and Urban Planning

Co-Principal Investigators:	Dr. Jill Gunn
	Dr. Ryan Walker
Field Team Manager/ Data Coordinator:	Liam Currie

Field Team Members

Without the very enthusiastic help and efforts from researchers from the University of Saskatchewan, we would not have been able to collect all the data presented in this report. The following people have participated in collecting data for the study:

April Abrey
Sarah Adair
Julian Agarand
Catherine Baerg
Jessie Best
Kirk Bors
Betsy Bury
John Bury
Jaybee de Castro
Leelian Ch'ng
Taylor Clackson
Bethany Cleghorn
Liam Currie
Paul Dick
Carolyn Dunn
Margaret Ellis-Young
Keith Folkersen
Michele Friesen
Christian Froess
Shanyue Gao
Ian Goeres
Robert Goldman
Don Greer
John Gyepi-Garbrah
Blaine Gysler
Devon Hanofski
Jason Harris
Liz Hartman
Tessa Hedley
Ivy Hodgins
Tracy Humphrey
Amber Jones
Louise Jones
Mike Jones
Dwayne Keir
Josh Klingler
Ashley Kostyniuk
Hrolfur Kristinsson
Heather Landine
Linda Landine
Pam Larson
Henry Lau
Jade Luzny
Su Oh
Cindy Painchaud
Lorne Prefontaine
Randy Pshebylo
Ellen Quigley
Doug Ramage
Franny Rawlyk
Gerald Rees
Kim Rempel
Chad Reynolds
Heather Rogers
Christine Saull
Vincent Sawchuk
Neusha Sayah-Mofazzali
Pat Sevold
Jason Sick
Lee Smith
Landon Squires
Megan Taupadel
Matt Thomson
Erik Trenouth
Koren Vangool
Mike West
Wayne Wiens
Laurie Williams
Tom Wolf
Jonathon Zacharias

Foreword

Foreword by Donald J. Atchison, Mayor of Saskatoon

You need a healthy city centre.

A healthy and vibrant downtown is a window of success through which the entire city is seen and measured by the community and its visitors. It has a mixture of children, young adults, adults and seniors, all living, working and visiting within walking distance of the river, live theatre, cinemas, special events, shopping and work. The level of activity during the day and into the night needs to be measured, understood and considered in order to determine the necessary actions that a community must pursue to ensure continued health of the downtown.

What makes a healthy downtown and city centre? A diverse mix of residential, office and retail densities, types and tenures; a broad range of amenities; and all of it centred on and connected by vibrant public places. A healthy city centre includes a well-used transit system and great access to walking through active transportation. A great downtown is a series of neighbourhoods where residents can work, live and play within their own district. It's a place where culture is celebrated and stories of our city's history are proudly told to visitors and tourists. It's not just a series of neighbourhoods or only a place to work, but a complete community.

We're seeing growing vitality in the area. Saskatoon's downtown population is more than 3,000 with a goal of over 10,000 people living and calling downtown home. Our City Centre study area has a population of approximately 5,800, which is about 2.7% of Saskatoon's overall population. Our City Centre population will continue to grow, and that population must make up an increased portion of our overall population. With more people living downtown, this area becomes safer and friendlier for those already there, and it becomes a place that people want to be.

If the City Centre is to be a complete community it can't just be a place to live. As one of the city's major employment centres, more downtown office space is needed for those commuting to the area and for local residents. Ground-level retail is needed to provide the goods and services that residents, employees and visitors need. Retail at street level makes sure you have people coming from all over the city. You have people coming and going all the time, in and out, all that hustle and bustle. But you need to have residential and community services too. The more people you get on the street, the healthier it is.

New York City Mayor Michael Bloomburg said, "You can't manage what you can't measure." Saskatoon's City Centre is vibrant, but what does that mean? The City of Saskatoon commissioned Stirling, Sweeney Finlayson Architects and the University of Saskatchewan to study how Saskatoon's City Centre area works as a people place. The purpose of this study is to measure how our City Centre is working, how people are using this area, where they live and how they move around. Through this data, we have gathered and analyzed information that will allow us to make informed decisions about how to direct changes as the city grows throughout the next decade. This study has been commissioned as a resource for civic departments, the business improvement districts, the University and local businesses and developers, in short, everyone who is involved in shaping Saskatoon. This study sets up a baseline that will allow us to revisit this information in a few years and determine how we have grown, what is working and what we need to pay more careful attention to.

Downtown is an important neighbourhood because it is everyone's neighbourhood, and that's why it's so important that it grows into a complete community. The objective of this study is to put the City Centre under a microscope, and by doing so make sure that it continues to grow into an attractive and healthy downtown that is animated in every season, all day, every day.

Donald J. Atchison
Mayor

Objective

Saskatoon City Centre Plan

The City of Saskatoon's downtown and connected commercial districts are undergoing fundamental change. With the arrival of River Landing, new housing, new streetscape enhancements, transit and library facilities, Saskatoon's City Centre will look and feel very different in the future. A new Plan for the City Centre will shape the expectations of the community and create a platform for builders to develop future projects. The Plan will clearly articulate the vision for Saskatoon's City Centre and its place in the region.

This report is the first phase of a new Plan for Saskatoon's City Centre which will replace the Downtown Plan from 2000. The preparation of the Plan for the City Centre is occurring in four phases: 1) the Public Spaces, Activity and Urban Form Strategic Framework; 2) community engagement as part of the Saskatoon Speaks Visioning project; 3) the development and adoption of a new Plan for the City Centre; and 4) the Master Plan for the Civic Plaza Precinct.

Phase 1 - Strategic Framework

The objective of this report is to provide a foundation of data and material to quantify and qualify the public space and pedestrian-related conditions found within Saskatoon's urban centre. The baseline data and analysis from this study will be used for future studies to provide a benchmark to evaluate core area actions and measure the success of projects, programs and policies.

The data collection and analysis methodology has been designed in such a way to ensure a robust and replicable process is in place. It is intended that comparable data gathering can occur in years following, and a longitudinal database on public spaces, activity and urban form can be maintained to provide on-going evaluation of public space vitality.

Approach

This document utilizes a methodology for recording and understanding public life in an urban context. The report is based on a range of data sources including the Canadian Census, City of Saskatoon, and on the ground observations and intercept studies conducted by the University of Saskatchewan. The charts, maps, and illustrations in this report were generated from data using a repeatable methodology to create a baseline to assess the quality of public life in Saskatoon's City Centre.

How to Read

Introduction

* Outlines the approach to the study and describes how the City Centre fits within the larger city context.

Urban Life

* Describes and analyzes demographic distribution and geographic locations of people, services, and amenities to describe how people live, work, shop and visit the City Centre.

Public Space & Movement

* Records and analyzes the movement of people within the City Centre by mode including pedestrians, bicycles, transit and vehicles.

Public Activity

* Illustrates and analyzes the distribution and quality of public spaces in the City Centre and their relationship to public life.

Opportunities

* Outlines opportunities based on the analysis above to achieve the vision for the future of public life in the City Centre.

Appendix A

* Presents the collected data of the public life surveys including observations regarding pedestrian traffic, stationary and recreational activities that describe the present state of public life in the City Centre.

Contents

Executive Summary 1
- Background 2
- Purpose 4
- City Context 6

Introduction 13
- Purpose 14
- Approach 17
- City Context 19

Urban Life 31
- Living in the City Centre 32
- Working in the City Centre 40
- Shopping in the City Centre 42
- Visiting the City Centre 44
- Safety in the City Centre 52
- Value in the City Centre 54

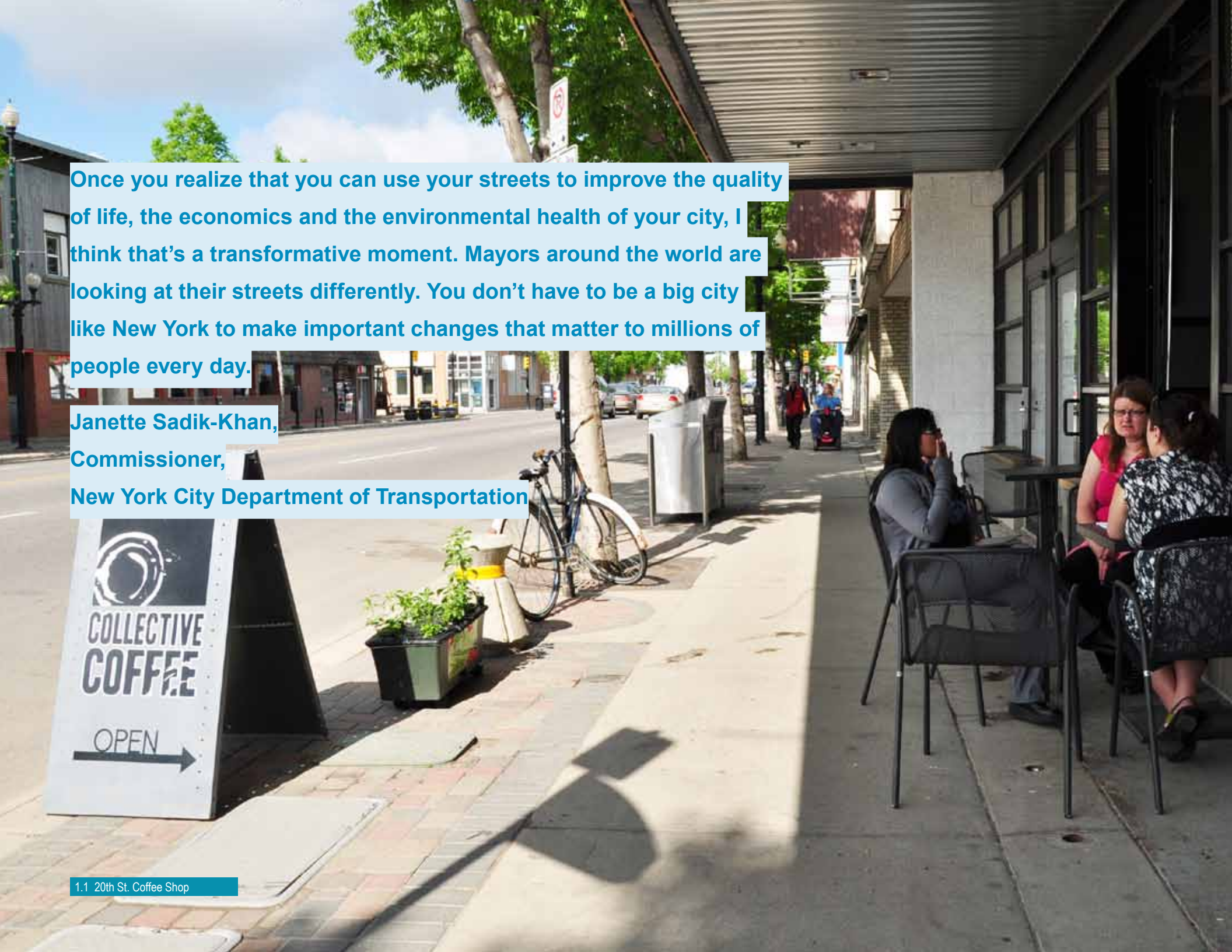
Public Space and Movement 57
- Public Space 58
- Pedestrians 60
- Places to Rest 72
- Urban Form 74
- Transit 84
- Bicycles 86
- Vehicles 88

Public Activity 91
- Public Activity Survey 92
- Activities in Public Space 102

Opportunities 111
- Overview 113
- Our natural setting 114
- A live and work Civic Centre 118
- Welcome students 120
- Walk this way 122
- Beautiful street edges 126
- A balanced approach to mobility 132
- Invitations to stay and to play 136

Appendix A: Public Life Data 145
- Introduction 146
- Movement Data 148
- Stationary Activities Data 180
- Data Collection Protocols 213

Appendix B: Citations 215
- Images 216



Once you realize that you can use your streets to improve the quality of life, the economics and the environmental health of your city, I think that's a transformative moment. Mayors around the world are looking at their streets differently. You don't have to be a big city like New York to make important changes that matter to millions of people every day.

Janette Sadik-Khan,
Commissioner,
New York City Department of Transportation

1.1 20th St. Coffee Shop

Executive Summary

Background 2
- Assignment 2
- Community Vision 3

Purpose 4
- A Vital City Centre 4

City Context 6
- Study Area 6

Urban Life 8
- Analysis Summary 8

Assignment

Public Spaces, Activity and Urban Form

This report represents a different attitude toward planning our cities. It emphasizes public life as a priority for successful cities. Public life is made up of the interactions we have with other people in public places: conversations at the Café, on the bus, waiting in line, or just saying hello on the street. Public life is social and can be as intimate as a conversation or as political as a demonstration, but it is always a shared experience between fellow citizens. Public life lies at the root of democracy and celebrates the diversity of our communities. In essence, public life is the reason cities exist: because people want to be near other people.

The life of the city happens in public spaces: the streets, plazas, squares and parks. This report studies the public spaces and urban form of Saskatoon and analyzes the activity of people in those spaces. How many people are sitting in the park, walking through the city, standing and talking, cycling downtown? What are the qualities that these spaces have that attract people? These types of questions are examined throughout the report by looking at the urban quality of the City Centre.

Urban quality is a term that is used to describe the aspects of places that make them feel comfortable, safe and attractive. Sunlight, places to sit, trees, food, diversity and the presence of other people, in part, make attractive places.

Saskatoon is known as being a friendly city. A city that takes pride in its beautiful setting and enviable lifestyle. This report is the first step in incorporating that emotional attachment to the city into the planning process.

A Strategic Framework

The Public Spaces, Activity and Urban Form Strategic Framework is the first phase of Saskatoon's new City Centre Plan. This study measured the urban quality and urban life in Saskatoon. The project team observed and mapped activity, places and values in the City Centre. This document provides a baseline to monitor future plans, projects, programs and policies that promote urban life in the City Centre. The report also acts as the framework for evaluating future trends, and a foundation for monitoring the progress and success of people-oriented improvements over time.

The Strategic Framework uses a range of tools and techniques to map, record, measure and document the urban activity of Saskatoon's City Centre. Conventional methods such as demographic analysis and mapping are combined with pedestrian intercept studies that record qualitative data such as a feeling of safety. Traditional urban form analyses, such as building heights and sidewalk widths, are informed by maintenance issues such as snow clearance. Pedestrian activity and urban movement has been recorded. The quality of spaces has been analyzed and recommendations made to increase the quality of the public realm, and the spaces between buildings.

Methodology

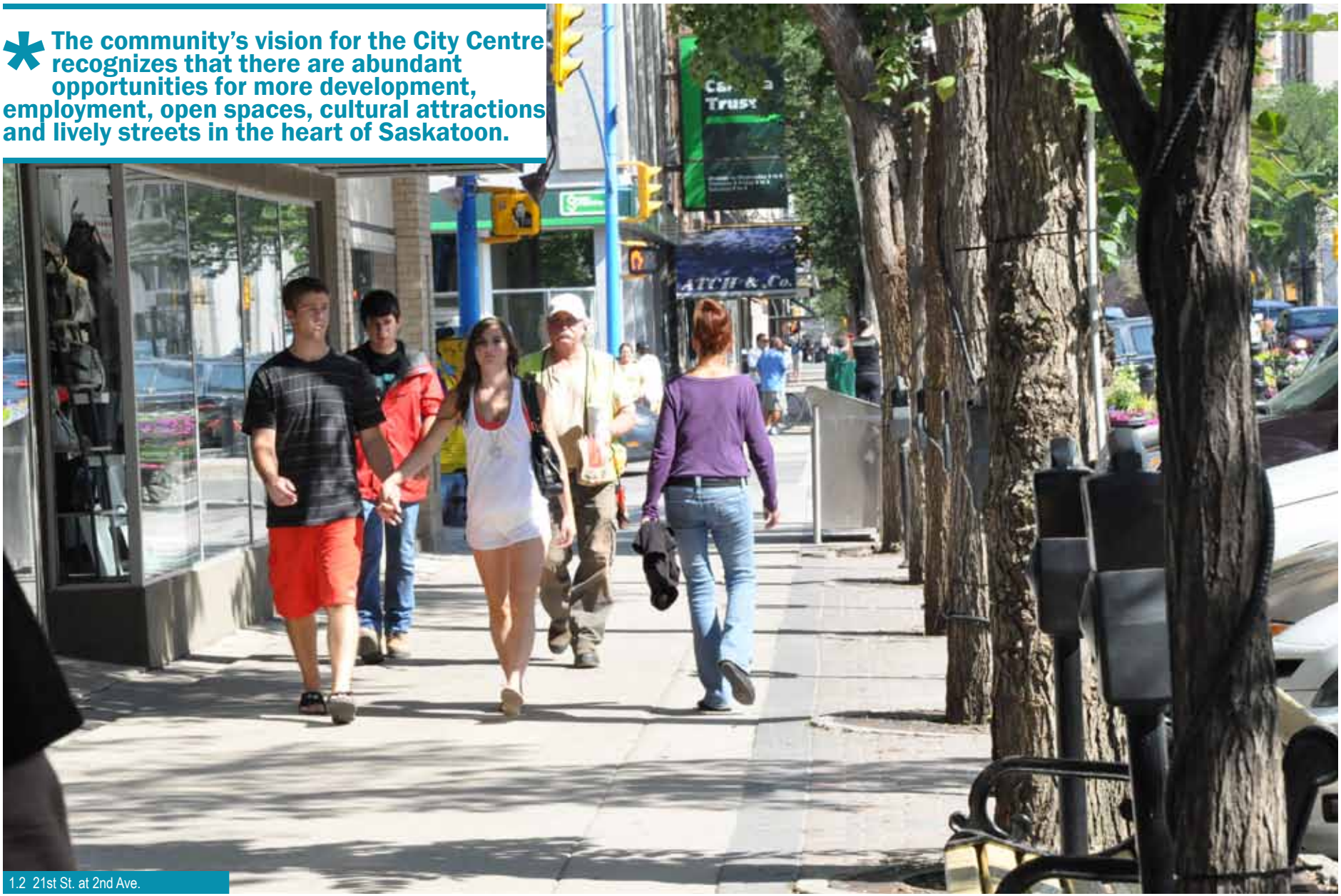
The structure of the study was conceived by the City of Saskatoon, the data collection was based on methodology developed by the University of Saskatchewan Regional and Urban Planning Program, and Sweeny Sterling Finlayson &Co Architects (&Co) produced the data representation, analysis and the final report. Key to the success of the Public Spaces, Activity and Urban Form Strategic Framework is the collective expertise drawn from the civic representatives, academics, and planning and design professionals

The structure and methodology, while derived from a variety of best practice models, draws heavily on the work of Jan Gehl. Gehl Architects and other design professionals have been conducting public space and public life surveys of cities worldwide for the past forty years. Some of the cities have updated these studies every ten years to measure the progress of their planning goals, creating a robust longitudinal data base of urban quality indicators. The follow up studies have shown that urban quality planning founded upon the public space analysis has significant potential to improve the life and vitality of the city.

Urban quality studies give planners the tools to set performance targets and to put policies in place to improve the public realm, give civic leaders the evidence they need to invest in city building projects and demonstrate improved city quality to citizens.

Community Vision

*** The community's vision for the City Centre recognizes that there are abundant opportunities for more development, employment, open spaces, cultural attractions and lively streets in the heart of Saskatoon.**



1.2 21st St. at 2nd Ave.

A Vital City Centre

The Challenge for the City Centre

Saskatoon is fortunate to have a healthy downtown and main streets, a beautiful setting and a rich heritage. Despite these assets, it has significant challenges to tackle in order to ensure its future success.

Like many cities, Saskatoon has experienced suburban growth and increased commuting times. Today, fewer people experience public space in their day-to-day living; as much of their time is spent either indoors or driving. The television and the internet, big box stores and shopping malls have drawn people away from the streets and public spaces. Over time, private activities have displaced social activities, and work and shopping are just as likely to happen at the city's edges as within the centre. At the time of this study, 97% of the city's population lived in neighbourhoods outside of the City Centre.

Great potential lies within Saskatoon's City Centre as it has a large number of under-utilized and vacant areas, providing ample opportunity for revitalization, new residents and jobs. The City Centre has preserved its pedestrian-scaled retail main streets and its downtown, and has a good urban structure to accommodate future city building initiatives and improvements to the rights of way. Recent new streetscapes, office, residential and cultural developments in the City Centre demonstrate confidence that this area is the vital heart of the city.

New Expectations for City Centres

Worldwide, there is a renewed interest in social space, public place and creative cities. Changing demographics such as an aging population and the tech-savy generation are producing different expectations for the use of public spaces. Communication pattern changes are transforming the way we interact and exchange information.

Increasingly, city centres are places for people to fulfill broader aspirations and to engage with each other. Today people have more options for their free time. In order to draw them to the centre's public realm it must be of high quality: safe, dynamic, and accessible.

People want to be emotionally connected to their community. The city's image contributes to that emotional connection, and the best loved cities derive their image from the sum of their citizens' history, beliefs and aspirations. City form and image are changing as the role of city centres evolve from solely civic and commercial activities to cultural, and residential activities. City centres are becoming complete neighbourhoods where more people are choosing to live, developing more diversity and vitality as they attract more people and investment.

Even in this communications age where place has been challenged as irrelevant, a thriving city centre is still a stimulus for the overall competitiveness and attractiveness of a city in the global market. Young workers and new immigrants, increasingly, are looking for vibrant cities and neighbourhoods in which to live. There is a desire to find an authentic place with a strong identity and a diverse range of lifestyle choices.

A Vital City Centre

The success of the City Centre is essential to the success of Saskatoon. While growth continues on the fringes of the city, the City Centre remains the hub of commerce, government, culture and entertainment.

Saskatoon has a legacy of protecting its natural and cultural heritage. The forethought of these collective decisions has helped to raise civic aspirations and demonstrate the importance of quality in the public realm. As the city invests in its public realm and cultural destinations, more residents and businesses are choosing to locate in the area.

Social, cultural and economic shifts can be seen in the centre, but good cities take time to evolve. Physical and organizational change often happens slower than economic and demographic change. People need time to cultivate new habits and cities need time to reorganize and develop.

Saskatoon has seen the positive results of its investment in the public realm. Improved streets and public spaces, like 21st Street or Broadway Avenue, are among the most attractive places in the city. Streets and public spaces are important drivers of economic and social regeneration. They link the city's neighbourhoods and are places for people to connect with each other. The vitality and life of these public spaces shape the way the city views itself.

This report measures and evaluates urban quality in public places, creating a baseline to understand changes and plan for further growth in this area. When cities plan for public life, they become safer, more vital, more comfortable, and economically sustainable. In short, they become better places for people.

A Vital City Centre

1.3 City Centre Study Area

Study Area

The City Centre

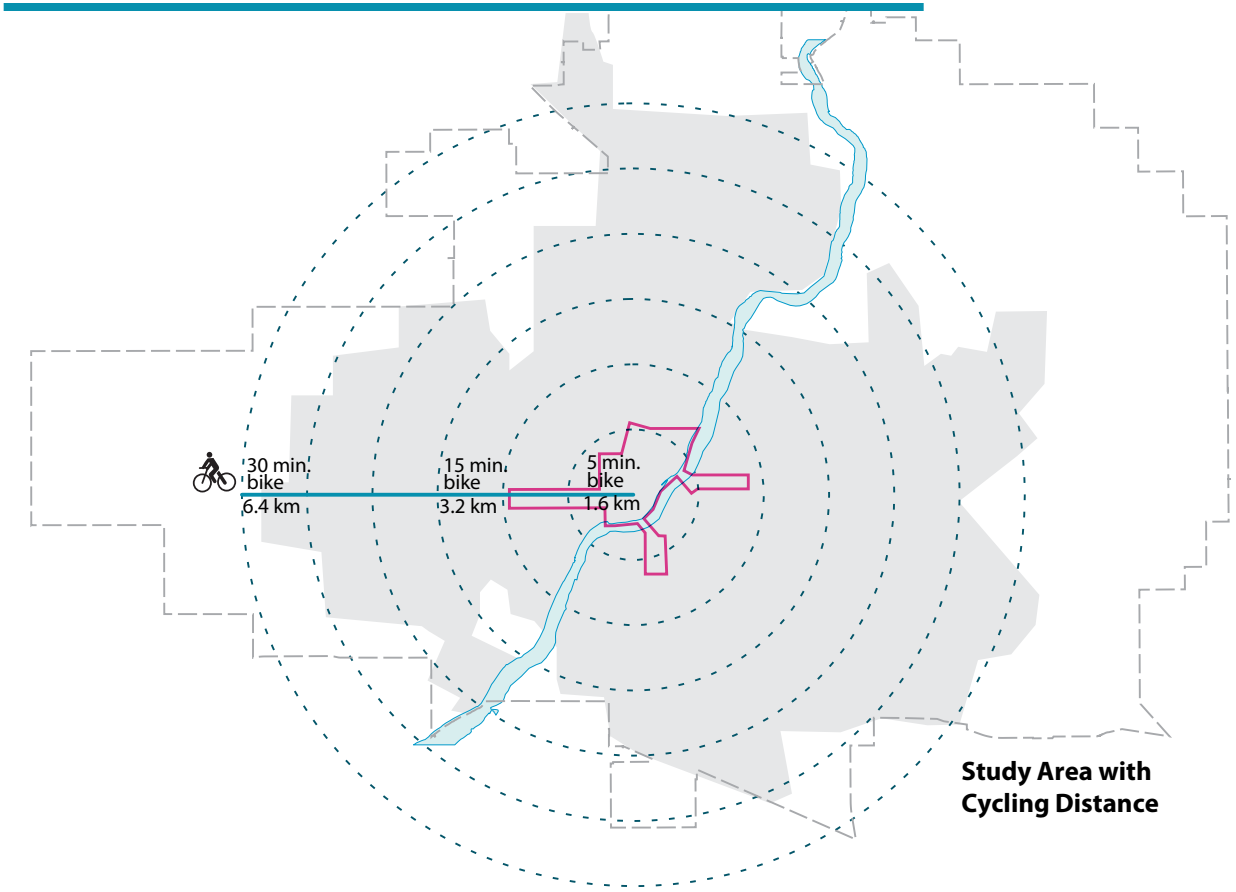
Within this document the capitalized term “City Centre” is used to describe the total area within the study area.

The study area includes the original downtowns of Saskatoon, Nutana, and Riversdale, as well as College Drive. The core of the study is bounded to the north by Queen Street, Spadina Crescent along the east side, 19th Street at the south end and Avenue B and then Idylwyld Drive along the west side. Of the main streets that lead into the core, 20th Street is included from Avenue P to Idylwyld Drive; Broadway Ave from 8th to 12th streets; and College Drive from Cumberland Avenue to Spadina Crescent. The study area does not include River Landing although this area is shown in the maps where relevant for contextual reasons.

Scale of the study area

The total study area is 3.6 square kilometres. The centre of the study, the Central Business District (CBD) or downtown Saskatoon, has an area of approximately one square kilometre. One kilometre (a twelve minute walk) is considered a reasonable walking distance for most people. Broadway Avenue and 20th Street both have about a 10–15 minute walk along their length within the study area. These short walking distances provide great potential for access to a vital and dynamic City Centre. The City Centre is less than a 30-minute cycle ride from almost anywhere in the city.

* Within 30 minutes you can cycle to the City Centre from almost anywhere in Saskatoon



Who is using Saskatoon’s City Centre?

473
students live there
(post-secondary)

509
children live there
(under 19 years old)

2,374
seniors live there
(over 55 years old)

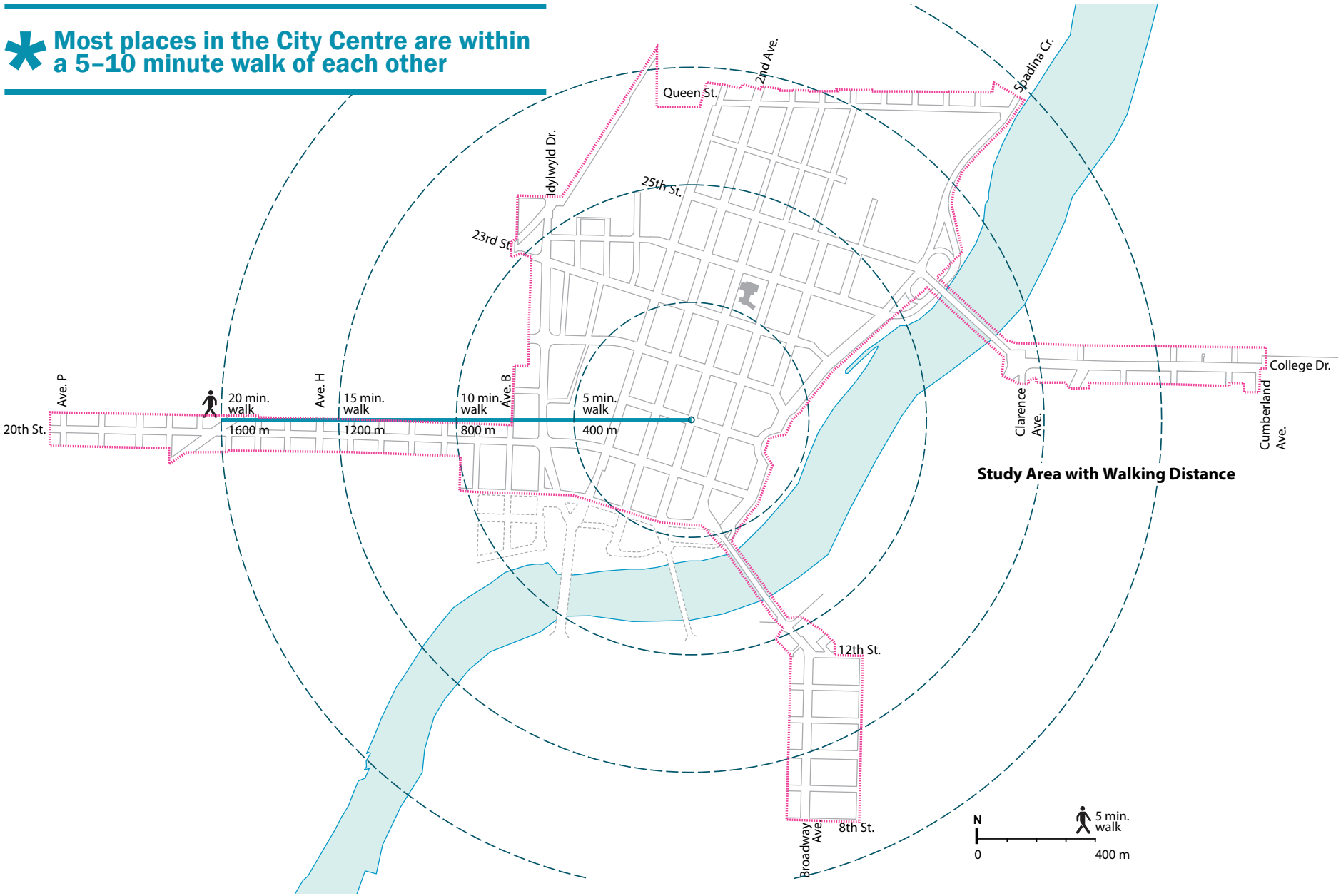
5,804
residents live there

25,365
employees work there

952,000
visitors in 2010

Study Area

Most places in the City Centre are within a 5–10 minute walk of each other



Study Area with Walking Distance

Urban Life

Analysis Summary

The summary maps describe some of the major analysis points, and references the page numbers for the detailed sections which follow in this document.

Urban Life: Living and Working

Urban life describes the demographics and geography of amenities within the City Centre.

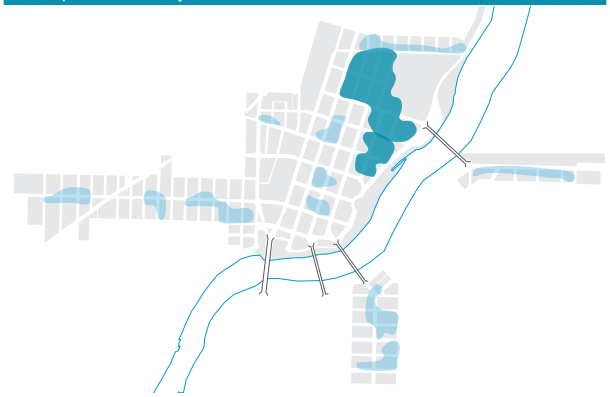
Saskatoon has a strong Central Business District and main street neighbourhoods in Nutana and Riversdale. The City Centre hosts most of the city's primary attractions and has a wide range of amenities and services.

The residential population is clustered at the north end of the site north and directly south of 25th Street. The population is made up primarily of 20—30 year-olds, and seniors. Very few children reside in the City Centre. Very little residential is dispersed into the rest of the study area including the CBD, or the Broadway, 20th Street and College Drive corridors.

Retail and employment are clustered in the CBD and separate from the residential area. The City Centre is generally treated as a destination for workers and shoppers rather than a complete neighbourhood.

Student populations are sparse within the study area but the City Centre is located directly adjacent to two major educational institutions, the University of Saskatchewan (UofS) and Saskatchewan Institute of Applied Science and Technology (SIAST). Smaller educational facilities are located within the study area including the Edwards School of Business, Ecole Victoria School, and Saskatchewan Indian Institute of Technology.

1.4 Population Density



p.33

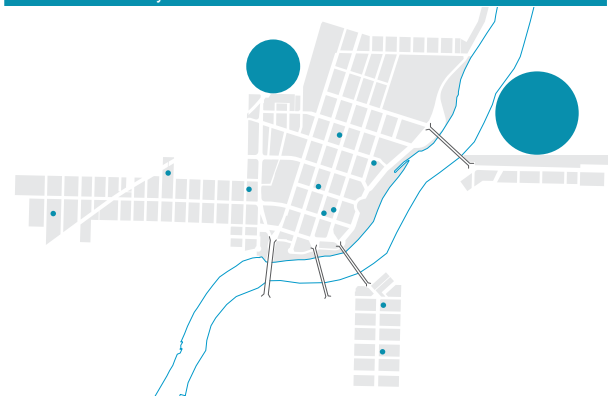
Most of the people in the City Centre live around Kinsmen park and along the main streets leading to the downtown.

1.5 Retail Density

p.43

Retail is concentrated around 2nd Ave and the Midtown Mall, as well as main streets in Riversdale and Broadway-Nutana. There are weak connections between the main retail areas of the City Centre.

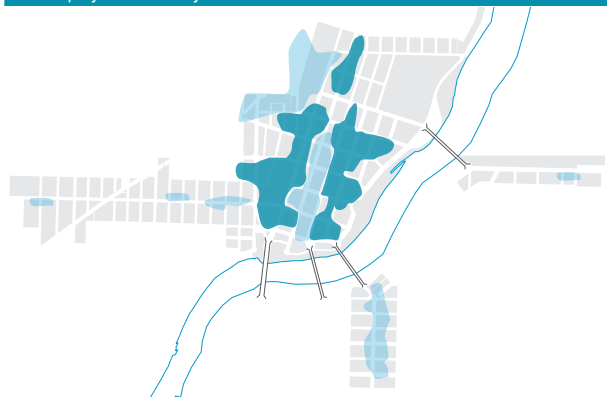
1.6 Student Density



p.37

Saskatoon is fortunate to have two major educational institutions on the edge of its City Centre, however there are few facilities within the Central Business District.

1.7 Employment Density

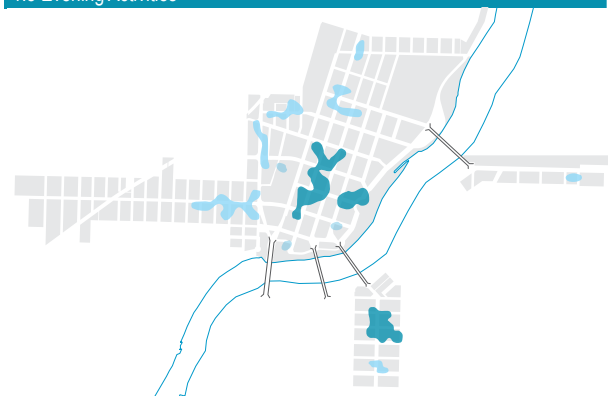


p.41

Employment density is concentrated on 1st Ave between 23rd and 19th St near Midtown Plaza, and on 3rd Ave and 4th Ave between 23rd St and 19th Street

Analysis Summary

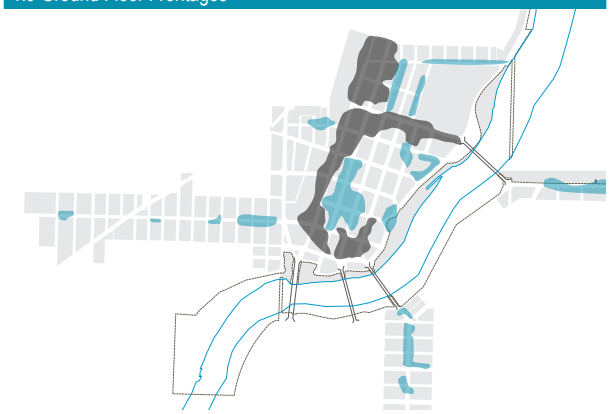
1.8 Evening Activities



p.51

Evening activities are focussed on a few areas of the CBD and the Warehouse district as well as portions of Broadway and 20th Street Between these areas, evening activities are discontinuous.

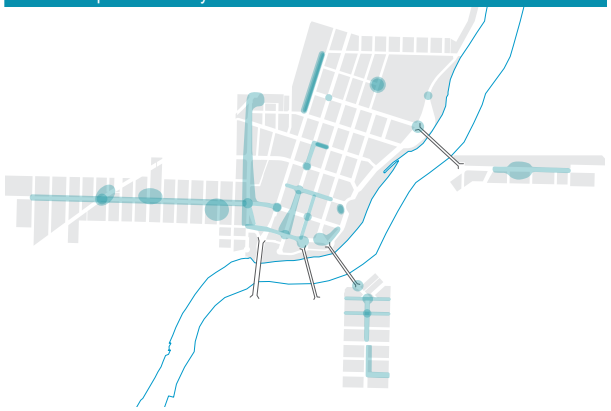
1.9 Ground Floor Frontages



p.75

Dull ground floor frontages (grey) separate the attractive frontages (blue) concentrated in the heart of the city from the adjacent main streets areas.

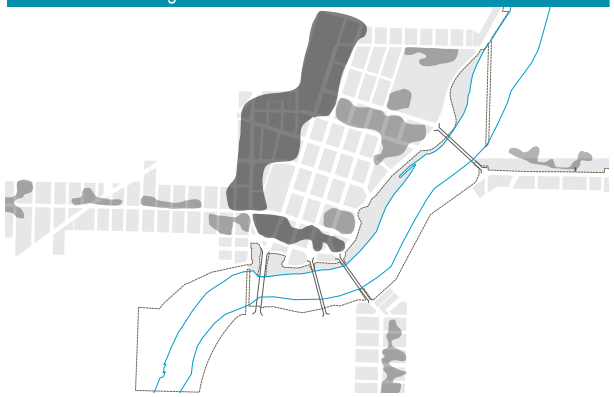
1.10 Perception of Safety



p.53

Large inactive areas of surface parking and a transit node that is under-utilized in the evenings create areas within the city that are perceived as unsafe. Some pedestrian scaled lighting helps, but lighting could be improved.

1.11 Surface Parking



p.79

Surface parking lots surround the Central Business District of the downtown and cut it off from the surrounding areas. A proliferation of lots occupy the western end of the downtown.

Urban Life and Urban Form

This group of maps illustrate how urban form influences or is influenced by life in the city.

Evening activities are a good indicator of a city's vitality as they indicate that the City Centre does not shut down when offices and shops close in the early evening. The majority of evening activities were observed close to retail areas — along 2nd Avenue and along Broadway Avenue from 12th to Main Street. Intercept surveys revealed that people's perception of safety was not higher in the areas with more evening activity, which is counter to Crime Prevention Through Environmental Design principles and best practice Urban Design principles.

High quality ground floor frontages were found in the areas with the greatest retail density and evening activities indicating that active ground floor frontages attract people. In contrast areas with large surface parking lots show little retail or evening activity.

Surface parking covers a significant 26% of the developable lands in the City Centre. A 2004 parking study showed a surplus of 4,800 stalls in the downtown. In areas with a high amount of surface parking and very little residential "eyes on the street", people surveyed felt unsafe. Conversely, the places of the highest residential density are perceived as the most safe.

Quality Scale

Urban Life

Analysis Summary

Public Space and Movement

This section outlines the public space network of the City Centre and the characteristics of movement in the area.

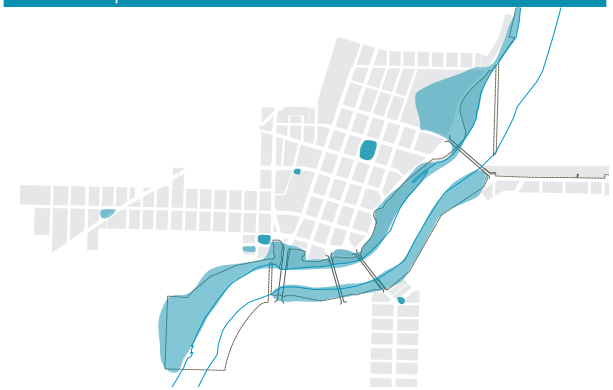
Saskatoon has a fine network of streets that are inviting for people to walk, spend time and stay in the City Centre. The river edge along the Meewasin Valley has been preserved as a green space and is the city's greatest asset. The river valley figures prominently as the highest quality green space in the City Centre to such a degree that few other major public spaces exist in the area. The remainder of the significant public spaces - including City Hall Square, Kinsmen Park, Steve Patola Park, and Victoria School - amount to only 3% of the land in the City Centre.

Street trees are beneficial to the study area, but the extensive coverage of street trees is not always the result of a carefully planned urban design streetscapes. Green connections across the city in the east/west direction are weak and could be improved to enhance both physical and visual connections from the CBD, College Drive and 20th Street to the river. Better green connections could also be made between existing public spaces to create a stronger public space network.

The network of the streetscape areas on 2nd and 3rd Avenue, 21st Street, and Broadway Avenue in general provide amenities for staying and enjoying the city. Wider sidewalks, pedestrian lighting and benches all welcome people to linger within the area. Both College Drive and 20th Street Riversdale are notable exceptions to this, with narrow sidewalks and no public benches.

Quality Scale

1.12 Public Spaces



p.59

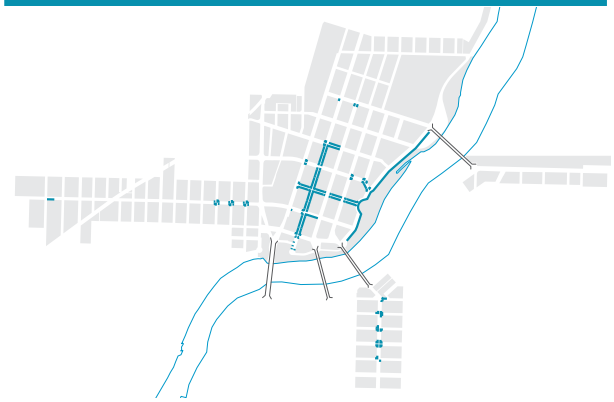
City Hall Square is the only major public space in the centre of the downtown (darker), while green open space is concentrated along the river front. Many of Saskatoon's improved streets also act as public spaces.

1.13 Street Trees

p.65

Saskatoon City Centre is a green city due to the extensive coverage of street trees (blue lines).

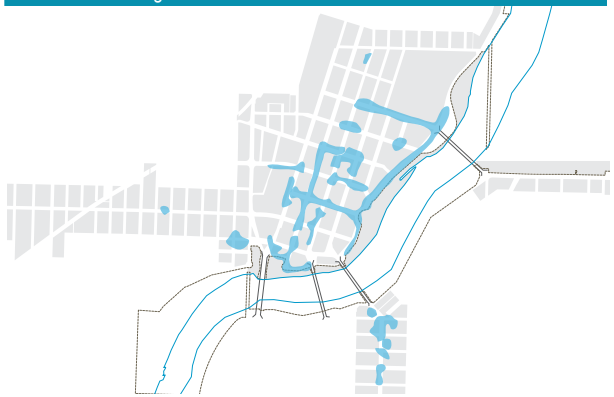
1.14 Sidewalk Widths



p.61

There are generous sidewalks along 21st Street and 2nd Avenue as well as Spadina Cr. Corner bulbs along 20th Street and Broadway Avenue create places to stop along narrower sidewalks.

1.15 Public Seating and Cafés

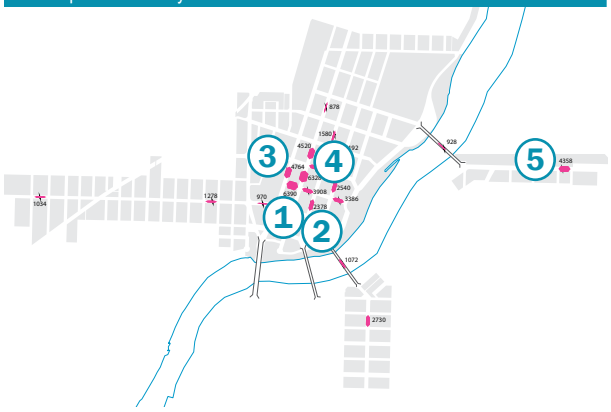


p.73

Many of the streets in the Central Business District and along the river have a good supply of public benches. Other parts of the City Centre, notably Riversdale, lack outdoor seating.

Analysis Summary

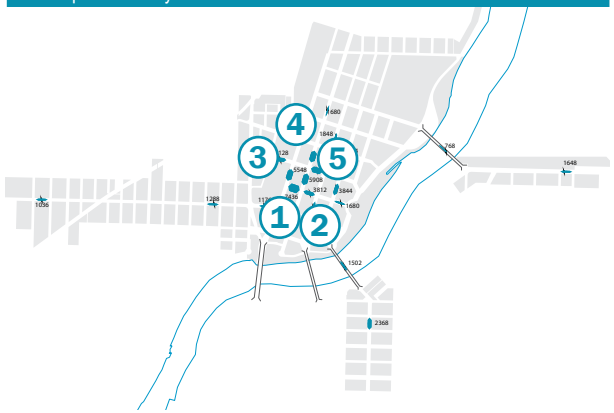
1.16 Top Summer Daytime Pedestrian Traffic Locations



p.94

The busiest two sites for summer pedestrian traffic from 7am–6pm are 21st Street (6390) and 2nd Avenue (6328). Outside of the CBD, College Drive had the highest pedestrian traffic at 4358.

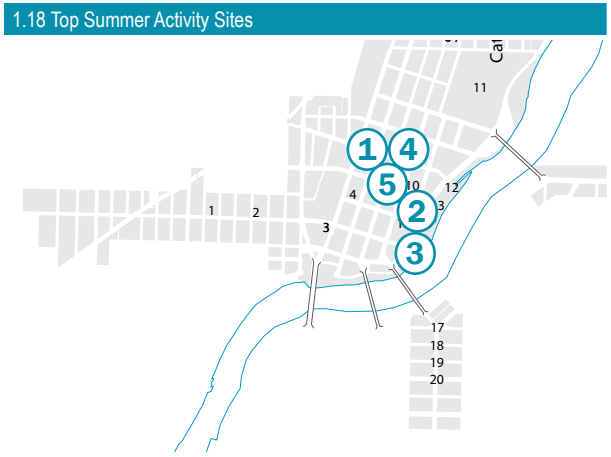
1.17 Top Winter Daytime Pedestrian Traffic Locations



p.95

Winter pedestrian traffic increased at the busiest location on 21st St (7,436 people, 1,046 more people than summer counts). Of the top 5 sites the average pedestrian count for winter was 5,561, while the summer was 5,272.

1.18 Top Summer Activity Sites



p.102

Waiting for the bus is a necessary activity, making the Bus Mall the top activity site in both the summer and winter. The Red Bus and the Vimy bandstand are 2nd and 3rd, showing that the riverfront is a favoured summer location.

1.19 Top Winter Activity Sites

p.103

Public spaces near buildings rank 2nd and 3rd for winter usage, due in part to the shelter provided. Broadway emerged with two of the top five winter sites, a marked difference from the summertime preferred sites.

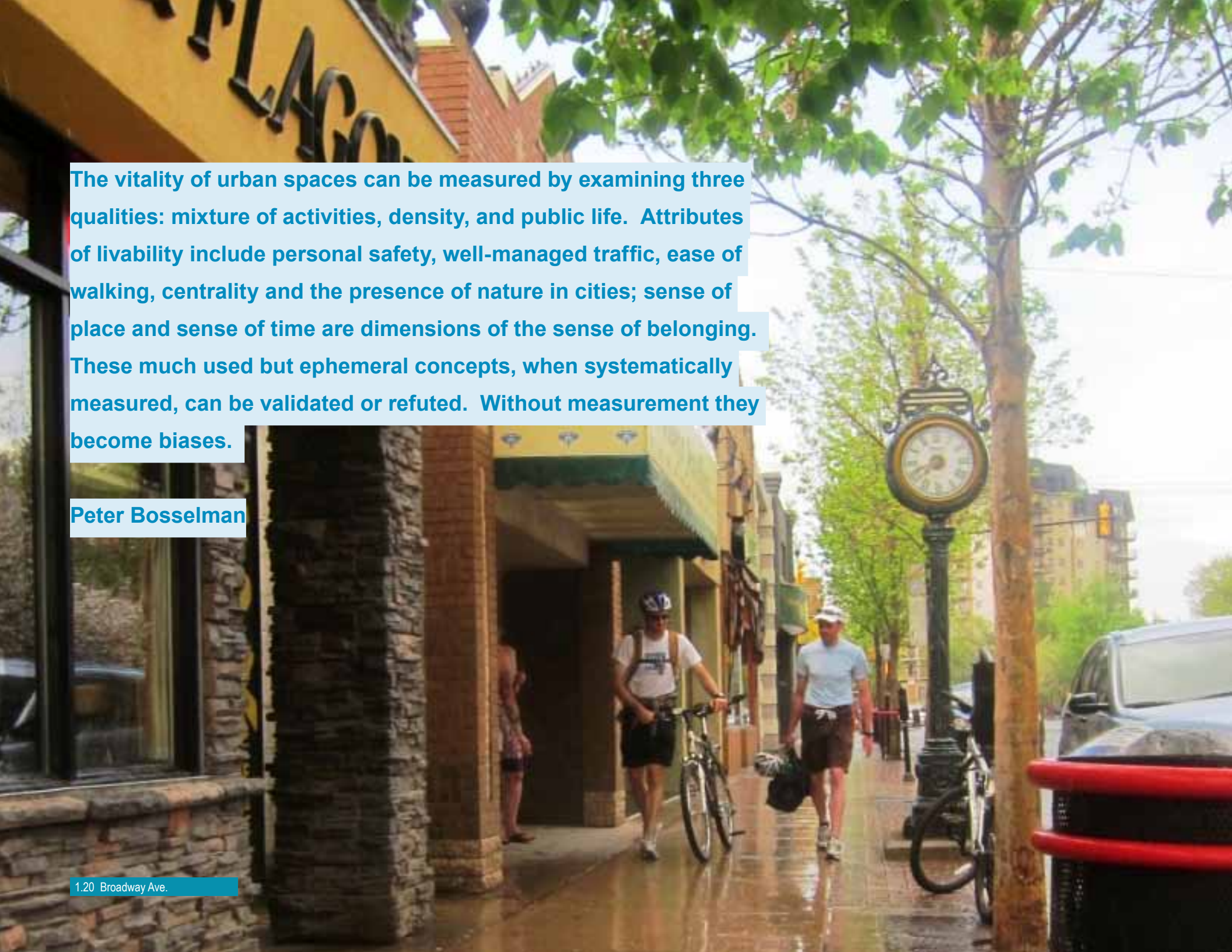
Public Activity

Public Activity surveys measure the activity and use of the public spaces of the study area. Data was collected in both the summer and winter, the results describe where and how many people walk, sit, stand, cycle and play within the study area.

The maps on pages 94 and 95 showing summer and winter daytime traffic indicate that the highest level of pedestrian traffic is on 21st Street, between 1st and 3rd Avenue, and 2nd Avenue between 21st and 23rd Street. Some areas showed a greater number of pedestrians in the winter than in the summer including the Broadway Bridge, 21st Street and 4th Avenue. Outside of the CBD, winter daytime pedestrians numbers dropped including along College Drive, University Bridge, and 2nd Avenue North. 20th Street remained relatively unchanged in the summer and winter counts.

Broadway evening winter traffic, at 278 people per hour, exceeded both the summer and winter daytime hourly averages for that street. While Broadway did not rank in the top five for daytime pedestrians, it ranked second overall for winter evening pedestrian users. This potentially indicates that the after-five amenities that Broadway offers, including restaurants, bars, a grocery store, busses, recreational facilities, a cinema and coffee shops, may be keeping people in the neighbourhood and moving along Broadway even on colder winter evenings.

Activity sites varied significantly between summer and winter uses, with the summer sites focussed on the riverfront, and the winter sites more closely bound to buildings and sheltered locations. Necessary activities were higher during the winter such as people waiting at the Bus Mall. The most active winter recreation site recorded was Kinsmen Park, most likely due to its strong link with the cross country skiing community.



The vitality of urban spaces can be measured by examining three qualities: mixture of activities, density, and public life. Attributes of livability include personal safety, well-managed traffic, ease of walking, centrality and the presence of nature in cities; sense of place and sense of time are dimensions of the sense of belonging. These much used but ephemeral concepts, when systematically measured, can be validated or refuted. Without measurement they become biases.

Peter Bosselman

1.20 Broadway Ave.

Introduction

Purpose 14
- Planning for People 14

Approach 17
- Public Activities 17
- Public Spaces-Quality Criteria 18

City Context 19
- The City Centre 19
- City Centre comparisons 20
- Modes of Transportation 22
- Transit 23
- Land Use 24
- Urban Structure 25
- Open Space 26
- Demographics 27
- Climate and Weather 28

Planning for People

People make places

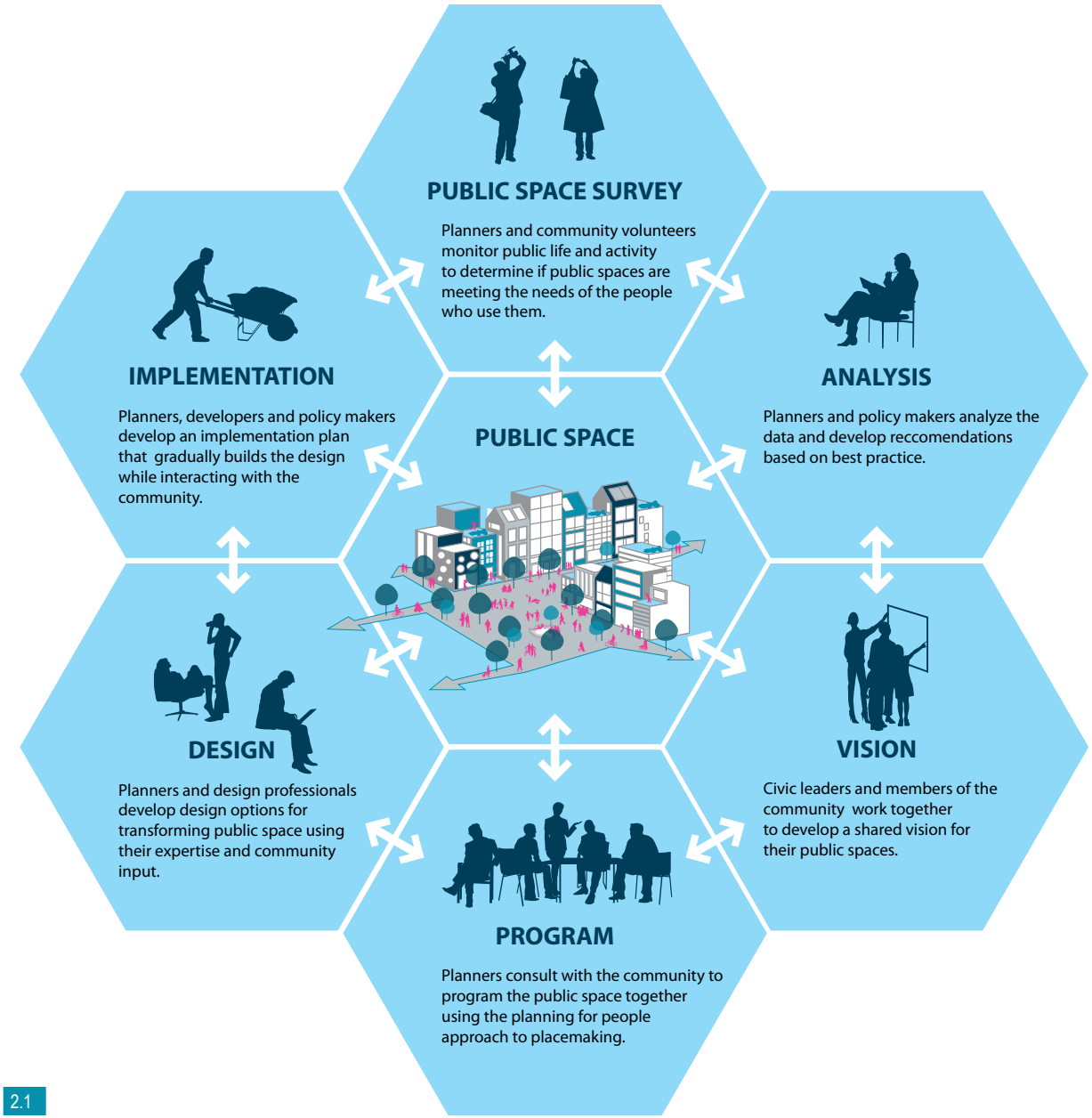
Places are brought to life through their occupation, and the most memorable and valuable city places are pedestrian-focused and full of life.

The Public Spaces, Activity and Urban Form Strategic Framework is an important first step in a cyclical planning process that will help shape Saskatoon. From this survey and analysis stage of the planning process, future phases include area-specific visioning, program, design, and implementation. The cycle then continues with another public space survey. Community engagement throughout the process focuses the decision making on the everyday needs of people.

This report represents the "planning for people" cycle to better understand the City Centre community and their public places. By conducting intercept surveys and analyzing the activities of people in the public realm, the Public Spaces, Activity and Urban Form Strategic Framework gathered essential data for the development and support of a new plan for City Centre, in the next stages of the City Centre Plan process.

Civic leaders have worked with planners and the community to establish a city-wide vision through Saskatoon Speaks. This vision will be developed over the long term (resources permitting), through further public consultation into policy and functional program for the city centre. The vision and the program will be translated into a design and implementation strategy for the area's public space. This work is informed by community input to ensure that priorities are appropriately addressed and the projects are defined for development in a logical sequence over a long term. Designers and planners will oversee implementation to ensure that the vision is achieved.

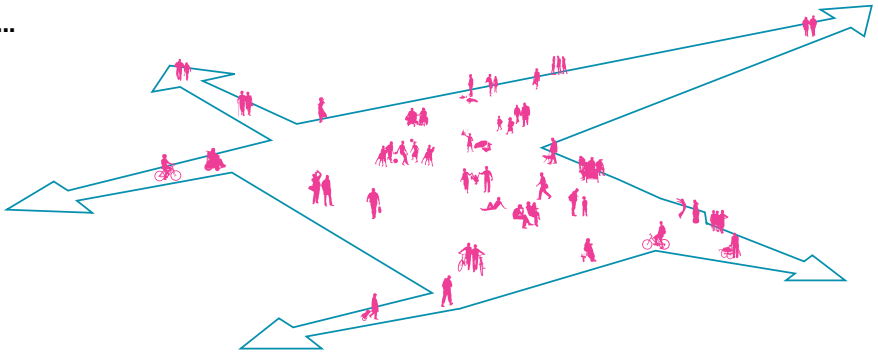
After implementation, the public life of the place will be assessed again using this public survey method.


PUBLIC SPACE SURVEY
Planners and community volunteers monitor public life and activity to determine if public spaces are meeting the needs of the people who use them.
ANALYSIS
Planners and policy makers analyze the data and develop reccomendations based on best practice.
VISION
Civic leaders and members of the community work together to develop a shared vision for their public spaces.
PROGRAM
Planners consult with the community to program the public space together using the planning for people approach to placemaking.
DESIGN
Planners and design professionals develop design options for transforming public space using their expertise and community input.
IMPLEMENTATION
Planners, developers and policy makers develop an implementation plan that gradually builds the design while interacting with the community.
PUBLIC SPACE

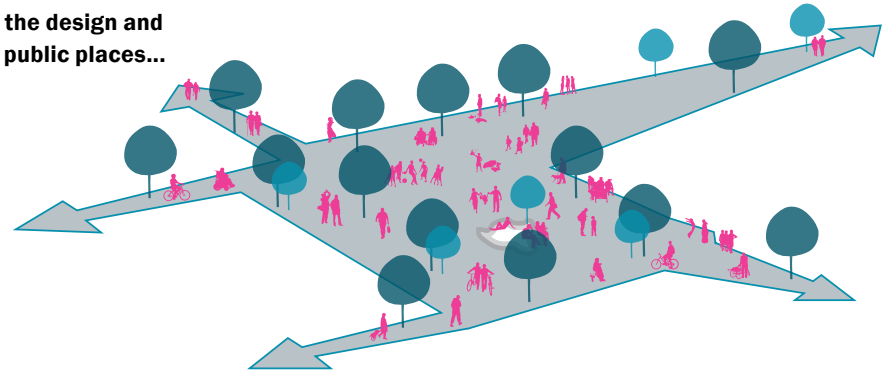
2.1

Planning for People

Public life...



...informs the design and quality of public places...



. . . that are framed by the edges of buildings.

1. Public Life

A vision for public life comes from the people who live in a community, where the daily life of the local residents shapes the character and values of a neighbourhood. A clear picture of neighbourhood life can be built up by including this important public input. This understanding is the key to improving area's vitality.

2. Public Places

The next step is to envision public places that can best support the life of the neighbourhood. What types of public spaces do people need to support the desired public life? A focus on the fine-grained human scale of spaces is crucial, along with carefully considered activities and program that can involve a broad range of community members.

3. Building Edges

The building edges are considered later, rather than earlier, in the planning process to ensure that the public space takes priority over the architectural expression or iteration. Building edges should bind public places by clearly defining them spatially, utilizing material and detail quality, height, massing, scale, and user activity to strongly support neighbourhood life which is the founding principle.

Planning for People

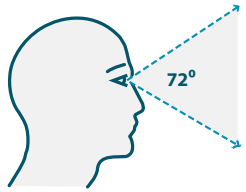
Urban Quality

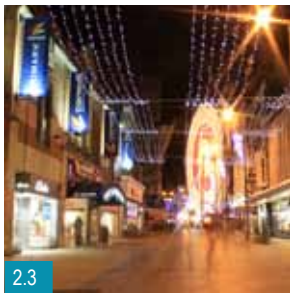
Our lives are affected by the urban environment in subtle ways and public spaces can either support or diminish our sense of well being. In Saskatoon and elsewhere, comfortable places draw people in which then attract more people, creating a buzz of activity.

Walking down a typical street, we feel a diversity of sensations simultaneously that guide our movement through the city. These impressions make us avoid undesirable areas, speed up through monotonous streets, linger in comfortable spaces, and entice us to explore new places. Although each individual's experience of a place is subjective, many of the elements that create these impressions are present in the urban environment. Dark areas are understood as unsafe, noisy areas are often uncomfortable, and long, blank walls don't encourage lingering. Public life is intimately tied to the small details that compose a place as much as the larger neighbourhood context.

Human Perspective

Everyday life is experienced while walking through the city at an average pace of five kilometres an hour. We see, roughly, what is seventy-two degrees from eye level while simultaneously taking in the sounds, smells and feelings of our immediate surroundings. Our senses contribute to our feeling of places. The façades, textures, materials, detail, sounds, sights, smells and movements all contribute to the quality of a place.




2.3

2.4

2.5

2.6

Sight

Urban quality is experienced at eye level, therefore detail, materials, transparency and activity that is visible within the seventy-two degree cone of vision will carry the most impact and enjoyment. Except for distant towers and landmarks, most of our view is of the first three storeys of surrounding buildings. The ground floor of buildings defines our immediate space. An open and inviting storefront draws us in, while long blank walls hurry us along.

Sound

Public spaces are filled with the sounds of daily life, which are a mixture of sounds from nature, people's conversations, music, vehicles and machines. Our ears have the remarkable ability to isolate sounds, and navigate through places, avoiding noise and seeking interesting sounds.

Smell

Every time we breathe, we smell, totalling about 23,000 breaths per day. No one actually understands how our sense of smell works but we do know that people are drawn to places that smell good and avoid foul smelling places. Smell is a strong memory trigger, which can also be associated with spaces that are well loved, like a street-front bakery or a park bench near a blooming landscape.

Touch

We feel the sunlight on our faces in the fall or a cool breeze on a summer day. Feeling guides our experience of urban places. The textures of the ground can be challenging if rough and not maintained or delightful when used to help guide us through the city. Within the same setting, public space amenities that are warmer, drier, or smoother, are more inviting, and are often used more than less comfortable places.

Activities in public spaces

There are three types of activities that occur in public spaces: necessary, leisure and social activities. In areas with poor urban quality, we will find people carrying out only necessary activities. Leisure and social activities are essential to public life in the city although they will only occur when public spaces are attractive.

2.7

Necessary Activities

Necessary activities are the tasks of daily living that are crucial, like going to school, waiting for the bus and going to work. These activities are required to carry out our day-to-day lives and they will take place regardless of the quality of the physical environment. Places that support these activities should be high urban quality and well-maintained as this is the baseline of public life in a neighbourhood.

2.8

Leisure Activities

With more spare time and good weather, people like to spend time in places that are attractive, comfortable and lively. Walking, strolling, site seeing, and of course, shopping are some of the favoured urban leisure activities. The aesthetic qualities of a place are fundamental to great leisure places, as well as a diversity of attractions along the way.

2.9

Social Activities

Social spaces are places where we meet and interact. Social activities include listening, watching, playing, dancing and talking. Larger gatherings and events can occupy public spaces and attract activity, making the city a destination. These activities can be encouraged by creating public spaces with activities at the edge, ample seating, access to food, music and other attractions.

Public Spaces-Quality Criteria

Safety-Comfort-Vitality

People are naturally drawn to other people when the conditions are right. There are three steps towards achieving the convivial potential of public spaces: safety, comfort and vitality. People are attracted to safe areas and will avoid areas that are perceived as unsafe. Once a feeling of safety is established, comfort will determine the length of stay. The longer people stay in a place the more likely it is that they will attract other people. Places that are diverse and interesting can hold the interest of larger groups and can create a buzz of activity. Beautiful places that are full of life are the vital places of the city.

Safety

* Protection from traffic and accidents (feeling safe)
* Protection from crime and violence (feeling secure)
* Protection from unpleasant sensory experiences (rain, snow, pollution, noise, etc.)

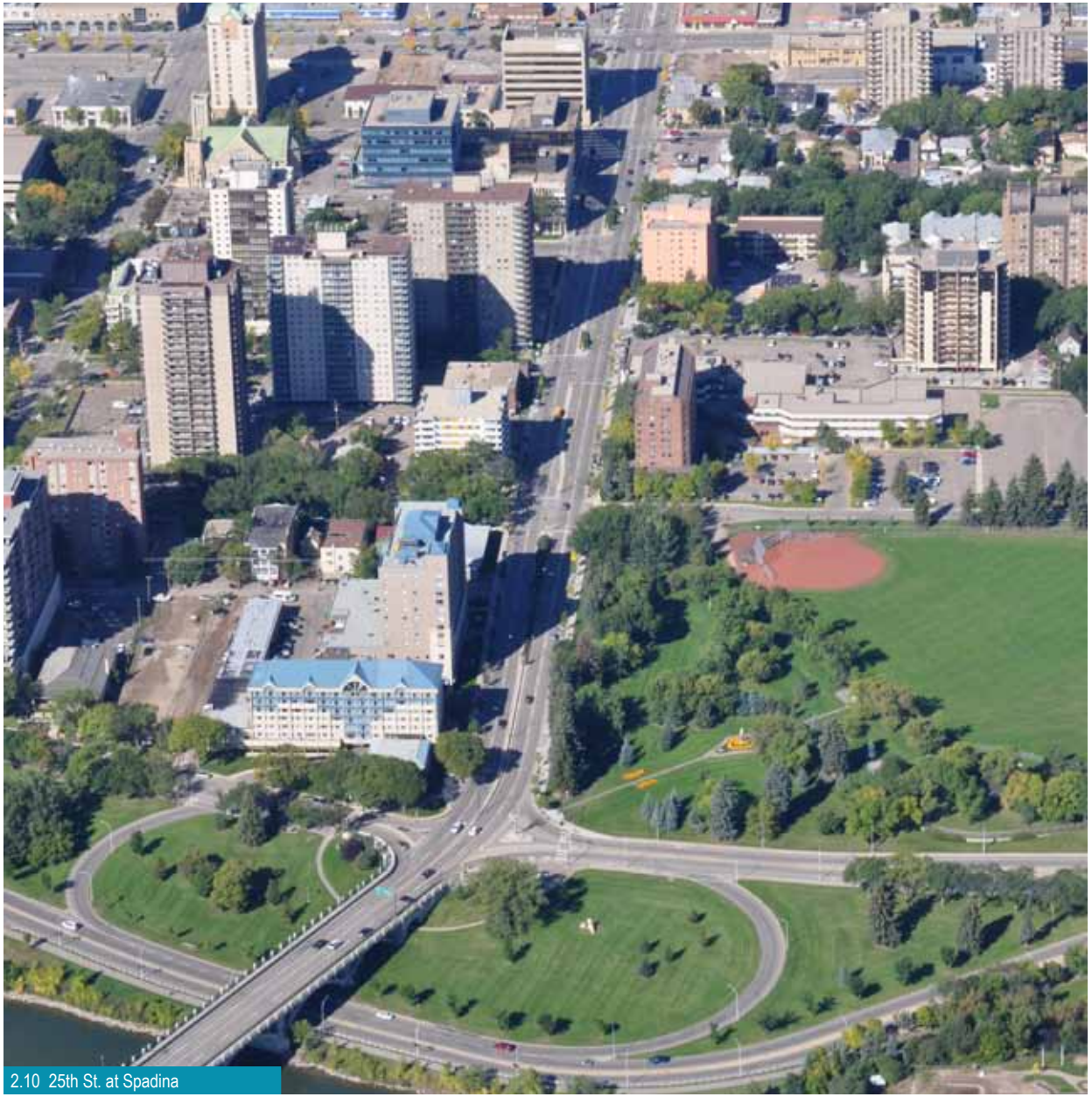
Comfort

* Scale (buildings and spaces designed to human scale)
* Opportunities to enjoy the positive aspects of climate
* Positive sensory experiences (good design, materials, trees, plants, water...)
* Places to walk (room for walking, good surfaces, etc.)
* Places to stand/stay
* Places to sit
* Places to talk and listen

Vitality

* Active edges to public spaces (cafés, shops, groceries, vendors)
* Activity in public places (food, music, dancing, skateboarding)
* Places for human activity
* Places to see (reasonable viewing distances, interesting views...)
* Places for play and exercise

The City Centre



2.10 25th St. at Spadina

Saskatoon's City Centre

The City Centre is the heart of a city that maintains a national reputation for its culture, beauty and hospitality. Saskatoon is the commercial and educational centre of Saskatchewan and is recognized as one of the best places to live in Canada. Over the past decade Saskatoon's City Centre has become more vibrant. Despite the recent growth, only 3% of Saskatoon's 218,900 residents (official Dec. 2009 City estimate) live in the City Centre on just 1% of Saskatoon's land. The City Centre offers a strong sense of community, easy transportation and short commuting times, plentiful job and educational opportunities, a riverfront, community events, sports and recreation, and an arts and culture scene (the highest scoring attributes of living values for the people of Saskatoon as indicated in a 2009 survey). These valued attributes are shaped by the urban quality of public spaces of the City Centre.

City Centre comparisons

How does Saskatoon's City Centre compare?

By comparing city centres of similar medium-sized cities across Canada, valuable information is generated to use as a frame of reference for this study. Comparisons with Calgary, Edmonton, Regina, Winnipeg, Windsor, Hamilton and Halifax are provided to better understand the urban structure and population distribution of other cities.

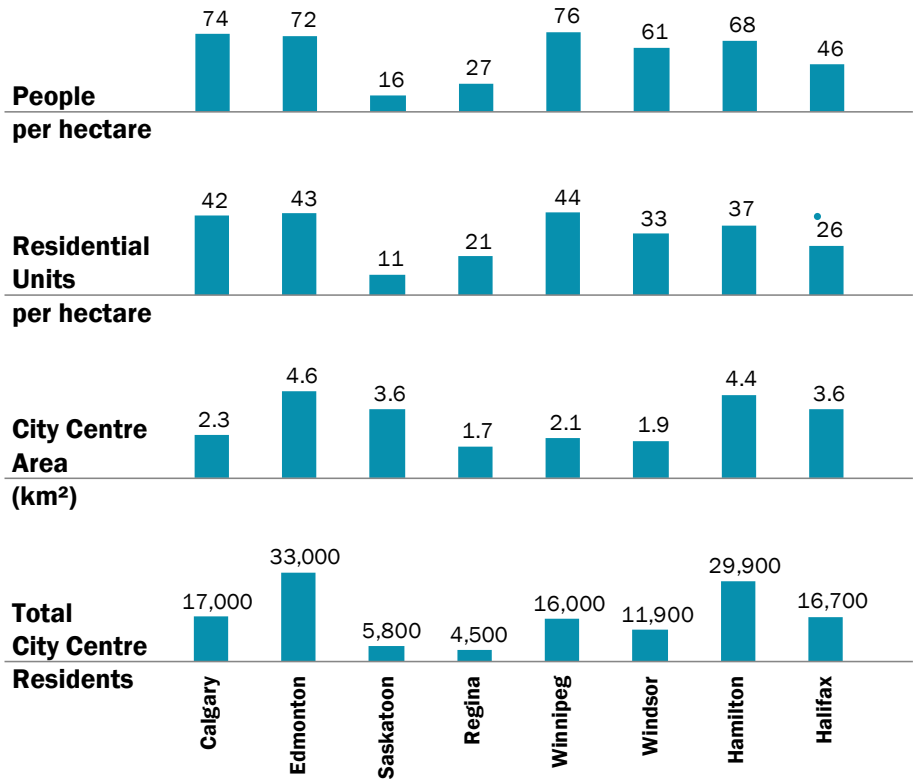
Regina, Windsor and Halifax are the closest in urban area population in the 180,000–280,000 range. Winnipeg and Hamilton are about double the urban area population of Saskatoon whereas Edmonton and Calgary are over four times as populous. The area of the city centres ranged between 1.7 km^2 in Regina to 4.6 km^2 for Edmonton. Saskatoon, at 3.6 km^2, lies within the average city centre range of 2.0–4.5 km^2.

Saskatoon's City Centre density of 16 people per hectare is significantly low, compared with a range of 46–76 people per hectare across the country. The closest comparison can be made with Regina at 27 people per hectare. Saskatoon's City Centre ranks lowest in residential unit density at 11 units per hectare. Although Regina has fewer total residents living in its city centre, at 4,500 compared with 5,800 in Saskatoon, its area is smaller giving it almost double the units per hectare at 21.

Characteristics of Saskatoon's City Centre

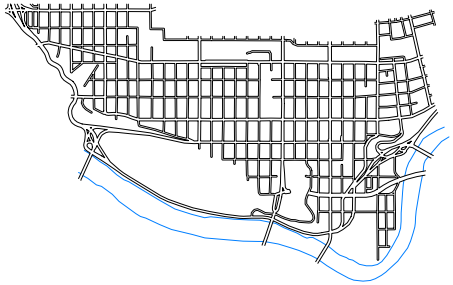
* A grid street system that reflects the topography in only a few areas
* South Saskatchewan River divides the City Centre north-south and is crossed by eight bridges
* Average-sized city blocks 90 x 150 m
* Generally wide street widths of 30 metres
* Rear laneways divide the blocks to service the buildings
* The grid system creates few public spaces
* Two main streets and College Drive connect to a centralized downtown

* Saskatoon's City Centre has a lower population density than any of the other sampled cities



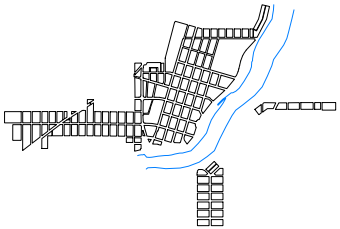
Source: "Population and dwelling counts, for urban areas, 2006 and 2001 censuses - 100% data". Statistics Canada. 2008-11-05.

City Centre comparisons



Edmonton

4.6 km²	Area
32,996	Residents
19,852	Households
72	People per hectare
43	Units per hectare
862,544	Urban area population
135x275 m	Typical block size
36 m	Typical main street width

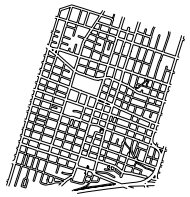


Saskatoon

3.6 km²	Area
5,804	Residents
3,911	Households
16	People per hectare
11	Units per hectare
202,425	Urban area population
90x150 m	Typical block size
30 m	Typical main street width

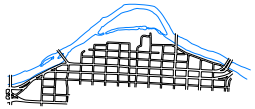
Winnipeg

2.1 km²	Area
16,019	Residents
9,202	Households
76	People per hectare
44	Units per hectare
641,483	Urban area population
70x145 m	Typical block size
43 m	Typical main street width



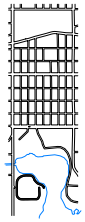
Hamilton

4.4 km²	Area
29,909	Residents
16,221	Households
68	People per hectare
37	Units per hectare
647,634	Urban area population
90x110 m	Typical block size
33 m	Typical main street width



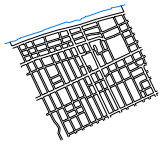
Calgary

2.3 km²	Area
16,966	Residents
9,674	Households
74	People per hectare
42	Units per hectare
988,079	Urban area population
85x150 m	Typical block size
24 m	Typical main street width



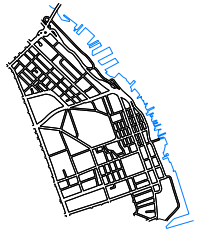
Regina

1.7 km²	Area
4,458	Residents
3,433	Households
27	People per hectare
21	Units per hectare
179,246	Urban area population
85x160 m	Typical block size
40 m	Typical main street width



Windsor

1.9 km²	Area
11,904	Residents
6,348	Households
61	People per hectare
33	Units per hectare
278,765	Urban area population
60x115 m	Typical block size
34 m	Typical main street width



Halifax

4.6 km²	Area
16,683	Residents
9,560	Households
46	People per hectare
26	Units per hectare
282,924	Urban area population
33x95 m	Typical block size
32 m	Typical main street width

Modes of Transportation

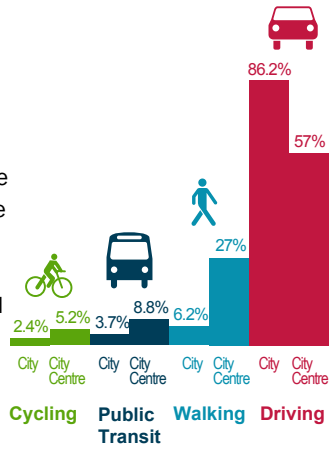
How does Saskatoon's mobility compare?

Compared to similar medium-sized cities across Canada, Saskatoon has a high percentage of people travelling by motor vehicle at 86.2%, second only to Regina at 87.7%. The lowest city for vehicle use in the sample group was Halifax at 75.7%. Saskatoon is second lowest in the group for transit use at 3.7%, but second highest for pedestrians at 6.2%. Only Halifax has more pedestrian travellers at 10.2%. Saskatoon has the highest percentage of cyclists of the sampled cities at 2.4%.

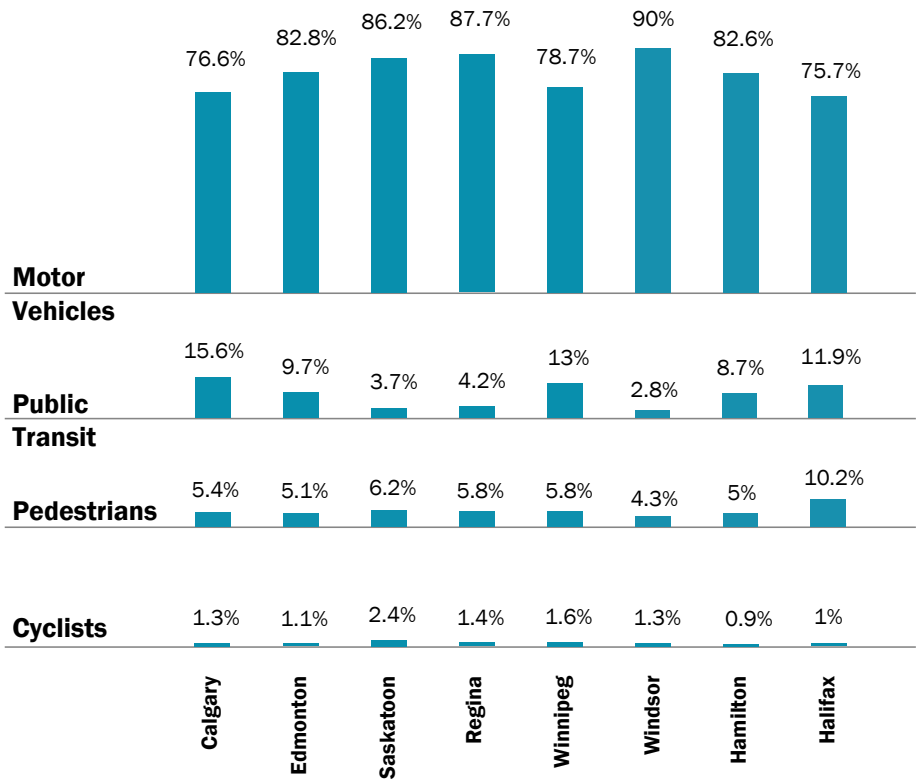
Within the city of Saskatoon, single-occupant vehicles make up the majority of all car trips, particularly during peak times, into and out of the downtown core in the morning and evening. This indicates that the City Centre is an employment destination for suburban commuters.

City Centre compared to City Average

Saskatoon's modal split within the City Centre demonstrates the lifestyle difference of urban dwellers. Although 86.2% of the city's population chooses to travel by motor vehicle, people within the City Centre are much more likely to choose other modes of travel. Within the centre itself, 57% of residents travel by car. City Centre residents are more than twice as likely to choose cycling, at 5.2% compared to the 2.4% city average. Similarly city-wide public transit use is 3.7%, while residents of the City Centre use public transit almost twice as often, at 8.8%. The most significant modal difference between the city average and City Centre is walking. City Centre residents choose walking over four times as often as the city average (27% compared with 6.2%). These figures indicate that the City Centre has a very different mobility pattern than the outer areas of Saskatoon, and should be encouraged with policies and infrastructure that support active mobility and transit.



* City Centre residents choose walking over 4 times as often as the city average.

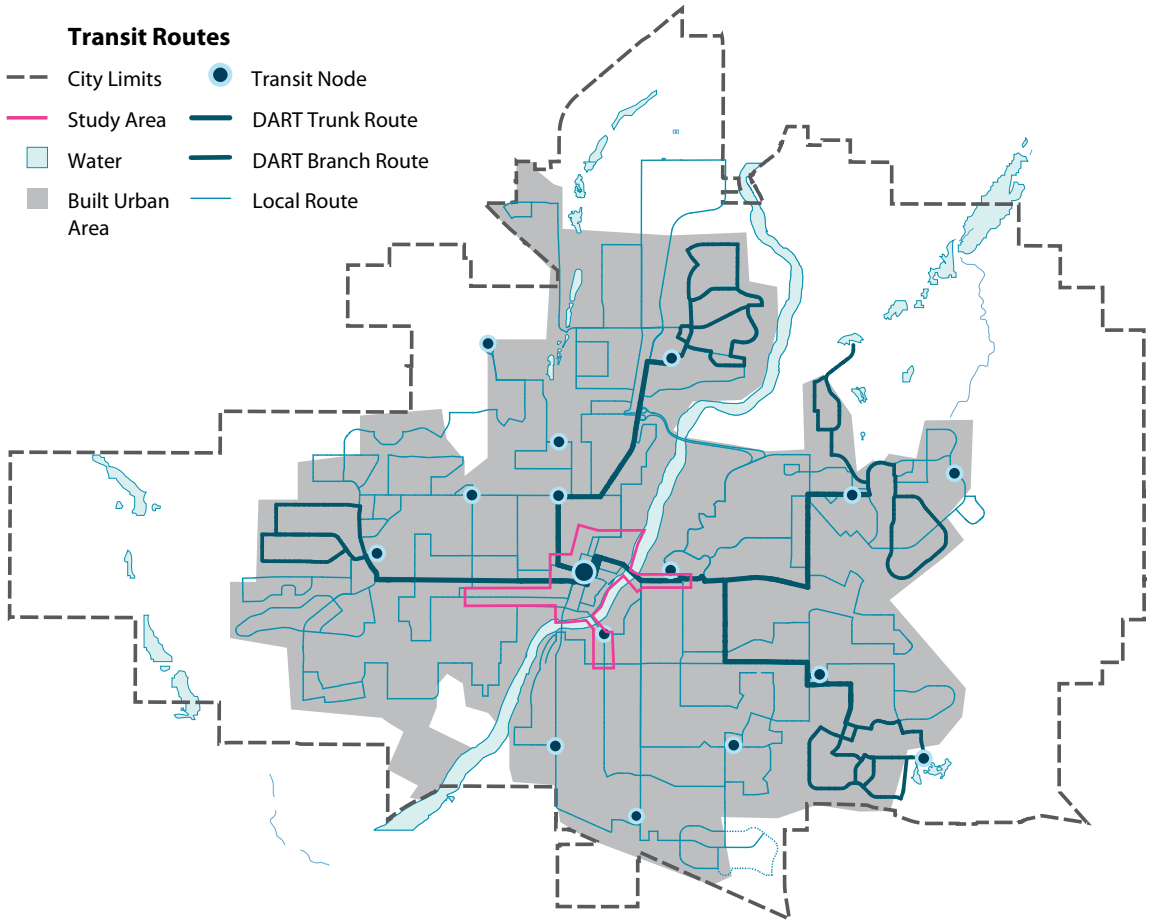


The transit hub of Saskatoon

The City Centre has historically been the hub for transit in Saskatoon. Saskatoon Transit began as a electric streetcar company in 1913, known as the Saskatoon Municipal Railway. During the early 20th century, approximately 90% of the city's population lived within a five-minute walk of the streetcar line. Diesel busses were added to the fleet in the late 1930s. Streetcars were replaced with rubber-tired busses in the late 1940s and were removed from service in the early 1950s. Electric busses were eventually converted to diesel in the 1970s.

Transit ridership fell from over 15 million people a year in 1983 to under nine million in 2003. Due to service improvements and the implementation of the UPASS, ridership rose to over 11 million in 2009. The most significant of the service improvements was the restructuring the transit network around four DART (Direct Access Rapid Transit) routes, forming two key corridors with frequent bus service and widely spaced stops to increase bus speeds. DART routes operate on a "no wait" operating policy which speeds up travel times.

The Central Business District is the central hub of Saskatoon's transit network. The Bus Mall, located on 23rd Street between 2nd Avenue and 3rd Avenue, provides convenient access to the rest of the city. This block was closed to regular traffic in 1984 to create a transit terminal with six bays, widened sidewalks, angled curbs and benches. Service from the Bus Mall includes twelve bus routes that serve the downtown with a minimum frequency of thirty minutes. Major destinations and some peak-hour service runs every 15 minutes.

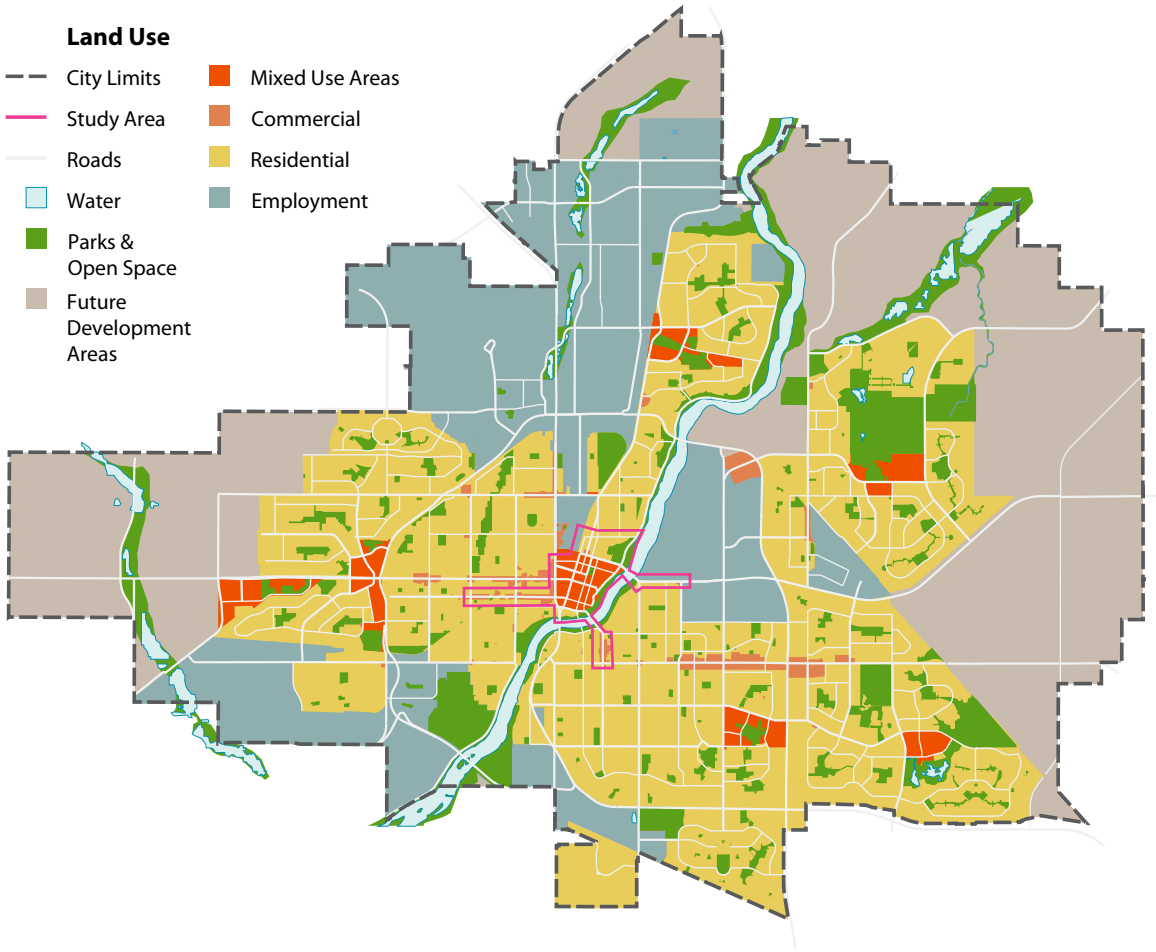


Land Use

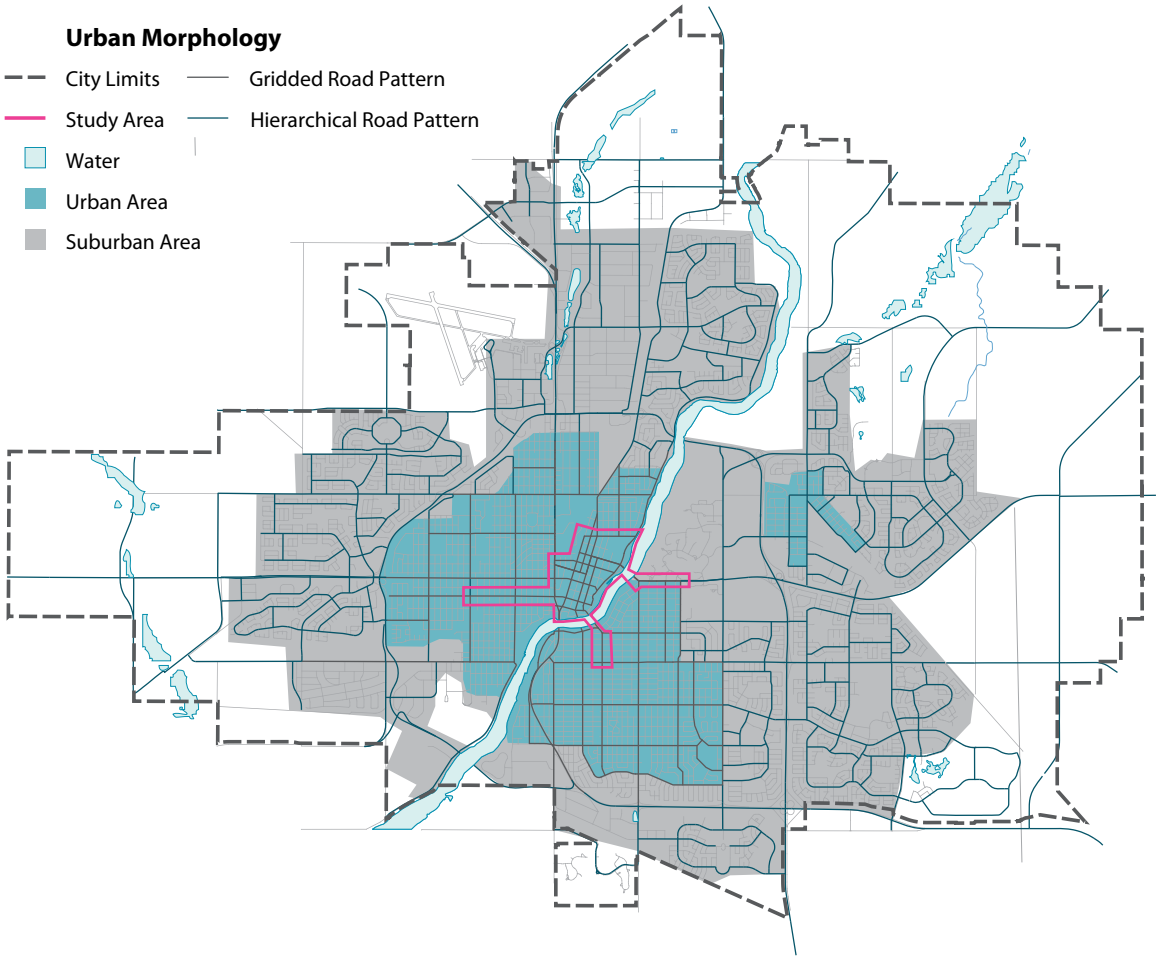
The commercial centre of Saskatoon

The City Centre is the commercial and mixed-use area of Saskatoon. Saskatoon's Land Use map shows the CBD in the centre of seven suburban mixed-use areas. Broadway and 20th Street are two of the key main street corridors in the city. The City Centre is divided by the river and park system of the Meewasin Valley and is surrounded on most sides by residential neighbourhoods. Employment lands (industrial, business and institutional lands) meet the City Centre at the north edge of the Warehouse District and the University lands along College Drive.

The City Centre includes the three original village settlements of Nutana, Riversdale and Saskatoon. The location of the CBD was driven by the original location of the Canadian Northern Railway west of 1st Avenue. Businesses, warehouses and institutions grew around this location and formed the commercial centre of the city. The legacy of the railway lands can still be seen today, where the area north-west of the CBD houses some of the city's original brick warehouse buildings and former rail land presently operates as the City Yards.



Urban Structure



A connected City Centre

The City of Saskatoon is structured by its road pattern. Streets provide connectivity and public space as well as blocks and building parcels. There are two types of typical road patterns that define Saskatoon's neighbourhoods. The city's central and older neighbourhoods are characterized by a pre-war, gridded road pattern, while the post-war curvilinear hierarchical road pattern is found on the edges of the city.

The inner city is composed of rectilinear street grids serviced by back alleys. Neighbourhood streets lead to main streets that function as the social and commercial centres of their neighbourhoods. The primary mode of transportation in these first neighbourhoods was walking. After 1906, streetcars allowed the city to expand with the same gridded pattern while maintaining walkable neighbourhoods. The City Centre includes the first of these neighbourhoods including the CBD, Riversdale, City Park and Nutana. The gridded pattern extends beyond the City Center, including the neighbourhoods of Mayfair, Pleasant Hill, Exhibition and Grosvenor Park.

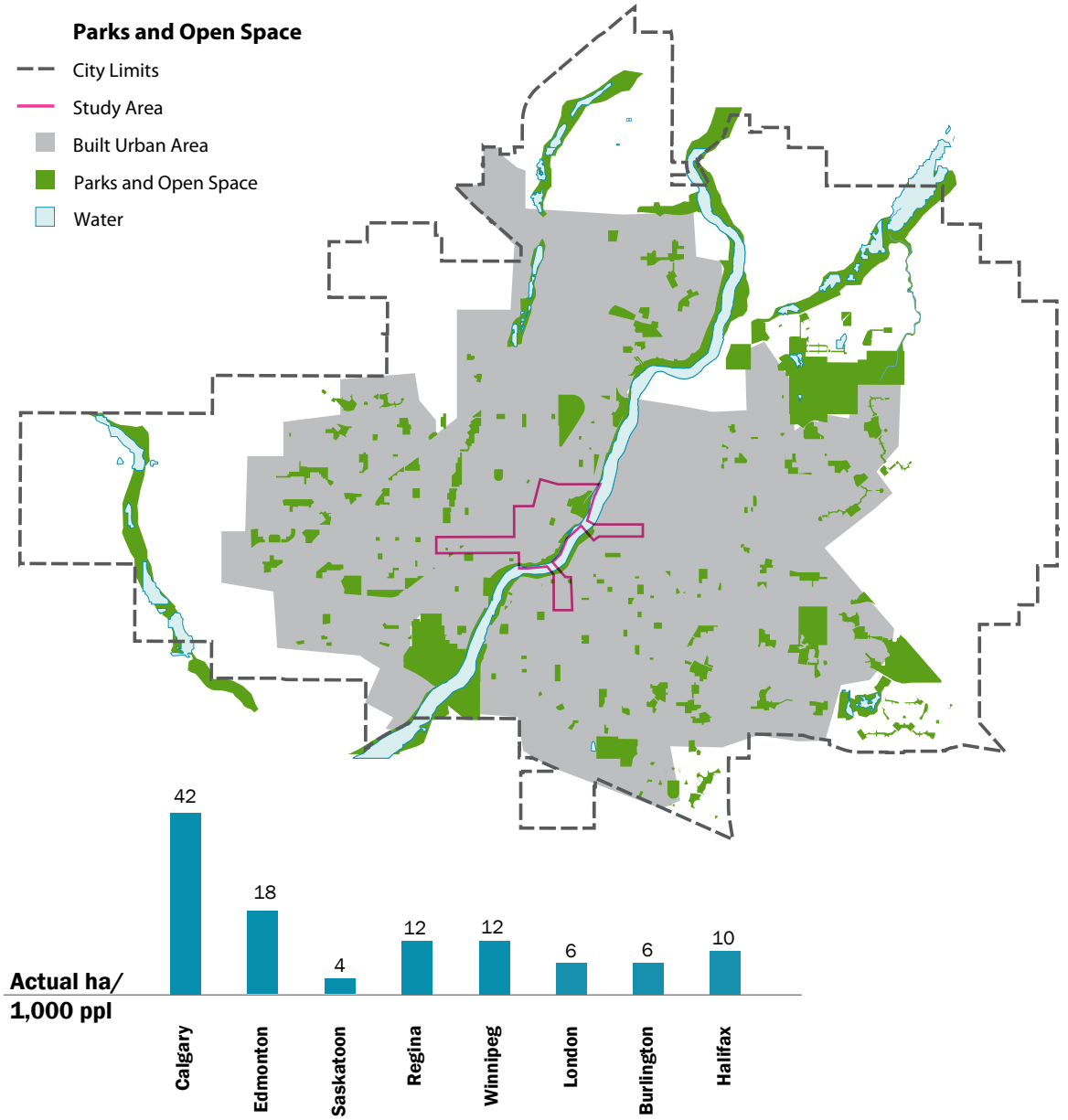
Saskatoon's First Zoning Bylaw (1930–1966) marked the beginning of a street classification system that separated streets into classes (local, collector, and arterial) based on volumes of traffic. After the Second World War, new neighbourhoods were developed using a hierarchical pattern of local curvilinear streets where crescents and cul-de-sacs are linked by collectors to arterials. This suburban road pattern, common in this period across North America, was designed to create quiet, single-family neighbourhoods that minimized traffic on local roads. Ironically, these neighbourhoods, because of their branching road pattern, significantly reduce connectivity for pedestrians and cyclists. Neighbourhoods that have hierarchical road patterns include College Park, University Heights and Fairhaven.

Open Space

A green valley through the centre

Saskatoon is divided by the South Saskatchewan River and is fortunate to have preserved its riverbank as parkland. Scenic views and trails line the Meewasin Valley across the length of the City Centre, creating a publicly accessible linear park through most the city. Most of the city's residential neighbourhoods have centralized neighbourhood parks.

City-wide, there are approximately 4.4 hectares of green space for every 1,000 residents in the city. The City Centre itself has a slightly lower ratio at 4.2 hectares of parks per 1000 residents. Saskatoon has a lower park–to–person ratio than comparable cities across Canada. Regina and Winnipeg have 12 ha/1000 and Edmonton and Calgary have 18 and 42 ha/1000 respectively.



2.11 River view from Broadway Bridge

Climate and Weather

Extreme temperatures

Saskatoon experiences warm summers and very cold winters. The city has four distinct seasons. Average temperatures range from -17°C in January to 19°C in July. The lowest temperature recorded in Saskatoon was -50°C in 1893. The lowest wind chill recorded was -62.0°C. The highest temperature recorded in Saskatoon was 40.6°C in 1988.

Sunny and dry

Although Saskatoon experiences extreme temperatures, they are more tolerable because of the typically low humidity. The city is fairly dry and sunny, averaging over 2,300 hours of sunshine annually. The average amount of sunlight is 6.5 hours a day. Mean relative humidity for an average year is recorded as 62%, and on a monthly basis it ranges from 43% in May to 85% in January and December. Summer is the wettest season.

Windy summers

Thunderstorms are common in the summer months and can be severe with torrential rain, hail, high winds, intense lightning and, on rare occasion, tornadoes. The average prevailing wind directions are westerly to south-westerly, with an average of 20 km/hr.

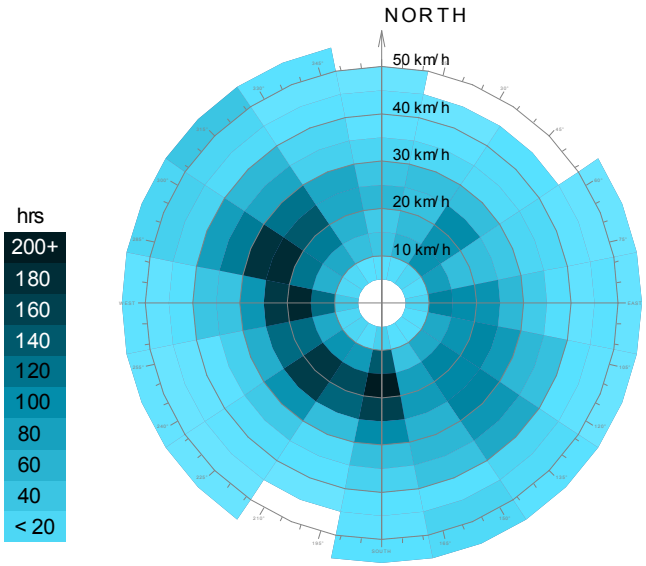
Snowy

The snowiest months are from January to March with average snow depths between 12–14 cm. On average, there are over eight days with an average snow depth of over 20 cm. Occasional blizzards in the winter months can paralyze the city with low visibility, extreme cold and large volumes of snow.

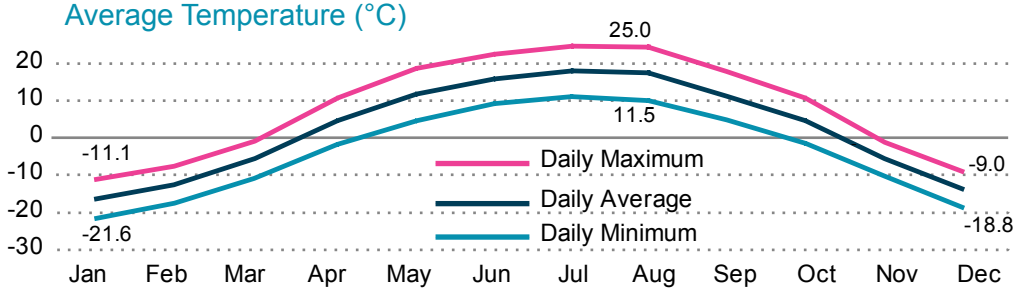
2.12 4th Ave. in Winter.

Climate and Weather

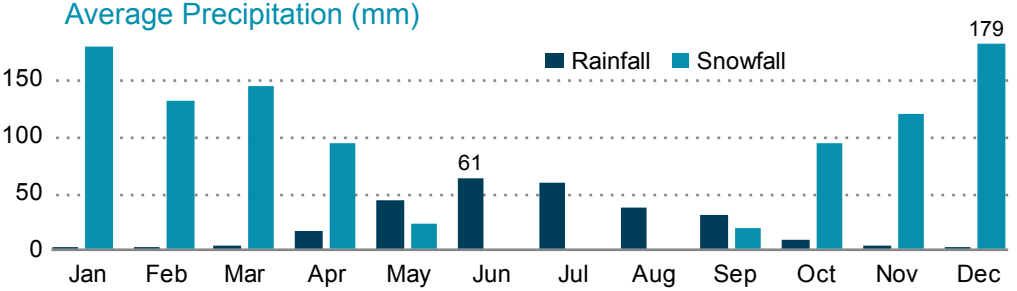
Average Prevailing Wind Frequency (Hrs)



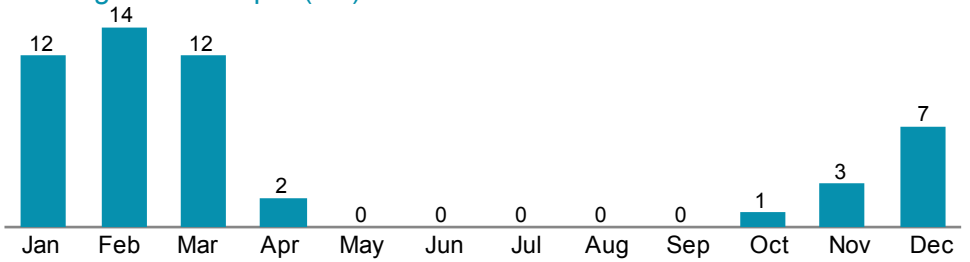
Average Temperature (°C)



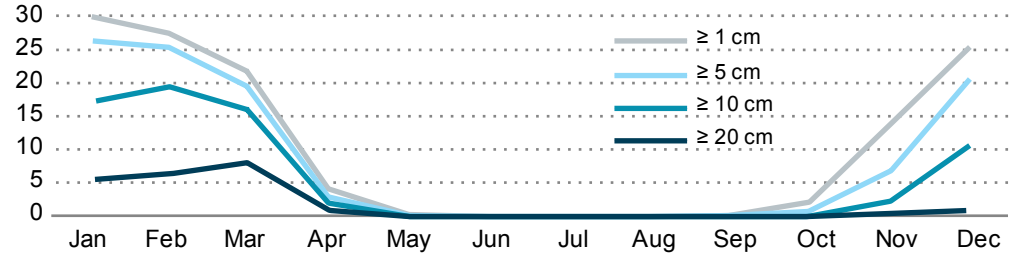
Average Precipitation (mm)



Average Snow Depth (cm)



Average Days with Snow Depth (cm)



Oxytocin, the trust hormone, goes up with eye contact. We get a whole lot more of it while walking. Which is just the beginning of balm to the spirit fostered in walkable neighbourhoods.

Hazel Borys

2.13 Market Square at River Landing

Urban Life

Living in the City Centre 32
- Residents in the City Centre 32
- A City For All 34
- Students in the City Center 36
- Community Services and Recreation 38

Working in the City Centre 40
- Employment 40

Shopping in the City Centre 42
- Retail 42

Visiting the City Centre 44
- Major Destinations 44
- Cultural Activities 46
- Art & Heritage 48
- Evening Activities 50

Safety in the City Centre 52
- Perception of Safety 52

Value in the City Centre 54
- Land Value To Assessment Value 54

Residents in the City Centre

Living in the City Centre

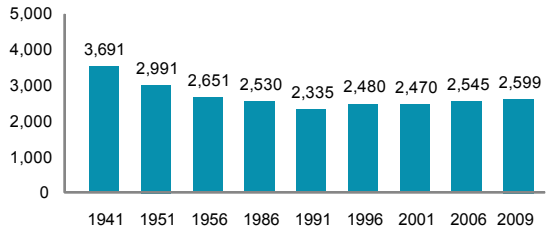
Downtown living has contributed to the revival of urban centres across Canada. The convenient access to a unique range of amenities and services define contemporary urban living. Centre city residents bring life to the streets and parks of the area during the day and night. They are regulars at local shops and restaurants and participate in the activity of the city as they go about their daily tasks.

City Centre Facts

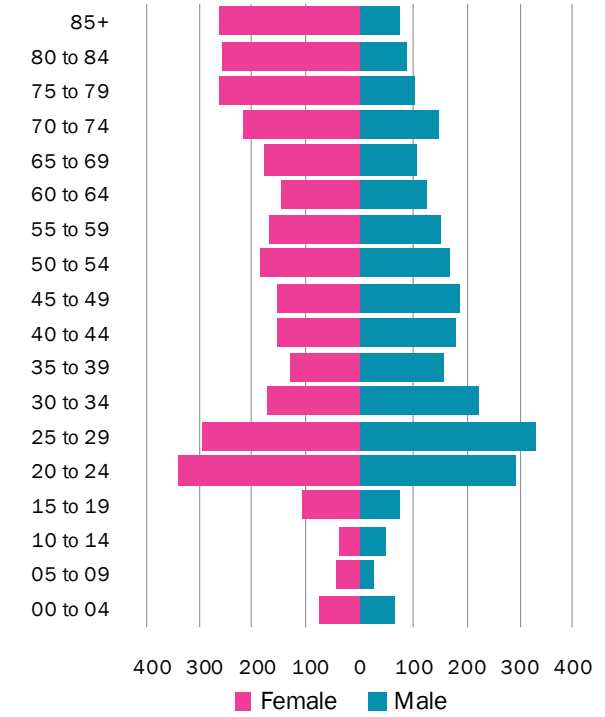
	Study Area	City	%
Population*	5,804	213,373	2.7%
Home ownership*	20.0%	64.4%	
Average Value of Dwelling	$205,064	$278,281	73.7%
Average Household Income*	$43,525	$66,507	65.4%
Average Household Size*	1.5	2.9	51.0%

* 2009 Estimate

3.1 Historical Population of the CBD



3.2 Age Group (2009 estimates)



Highest density in the city

Almost 6,000 people live in the City Centre. The Centre is the densest part of the city with 17.4 dwelling units per hectare; over 3.5 times as dense as the city average of 4.8 dwelling units per hectare. The average household size is about 1.5 people which is about half that of the city average of 2.9 people per household. Compared with the rest of the city there are more single people, living in smaller units in taller buildings. A high ratio of City Centre's residents are in their 20—30's.

Slow population to no growth

The population of the City Centre has decreased by about 2,000 people since 2003. Today, the population of the City Centre is only 2.7% of Saskatoon's total population. The majority of the population (over 4,000 people or 73%) live in the northern part of the City Centre. South of 23rd Street there are less than 700 residents. In 1929 the City Centre housed 7,780 residents, 30% more than the 5,800 that live there today.

An empty CBD

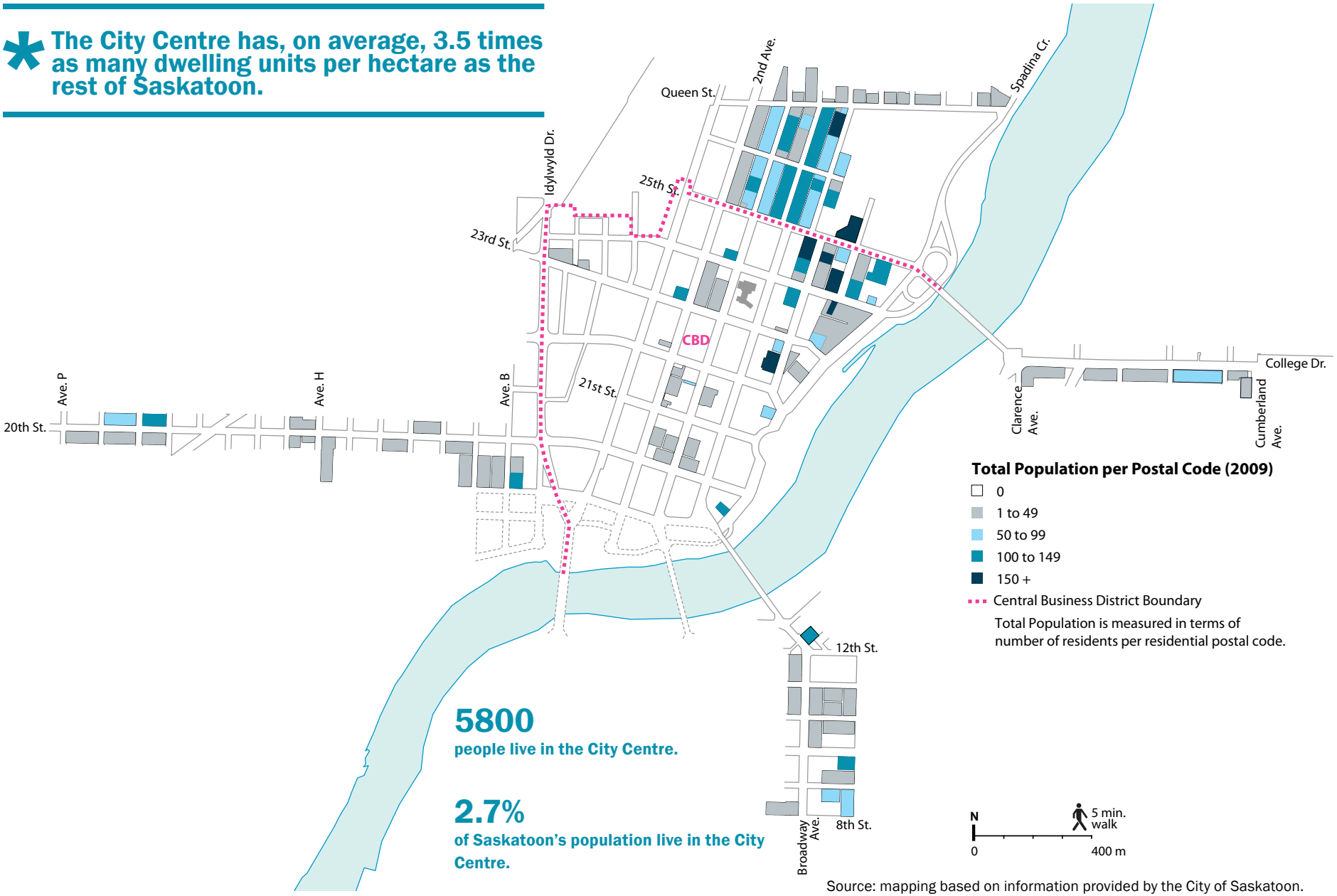
Although the population of the CBD has remained stable at around 2,500 people since 1986, the area has declined in population since 1941 when there were 3,691 residents. The last twenty years have seen an increase of only 265 people in the CBD. In 1989, the City established a long-range goal of increasing the population of the downtown to 10,000 people by 2025.

Recent growth

More than 300 condominium units were sold in the City Centre in 2009 — almost as many as in the rest of the city. To promote more investment in the centre, the City has put in place policies and incentives to encourage development. Currently, about 80% of the residents in the City Centre rent their homes. That is over twice the city average of 36%. Since 2005, 449 new units have been added to the CBD.

Residents in the City Centre

*** The City Centre has, on average, 3.5 times as many dwelling units per hectare as the rest of Saskatoon.**



5800
people live in the City Centre.

2.7%
of Saskatoon's population live in the City Centre.

Source: mapping based on information provided by the City of Saskatoon.

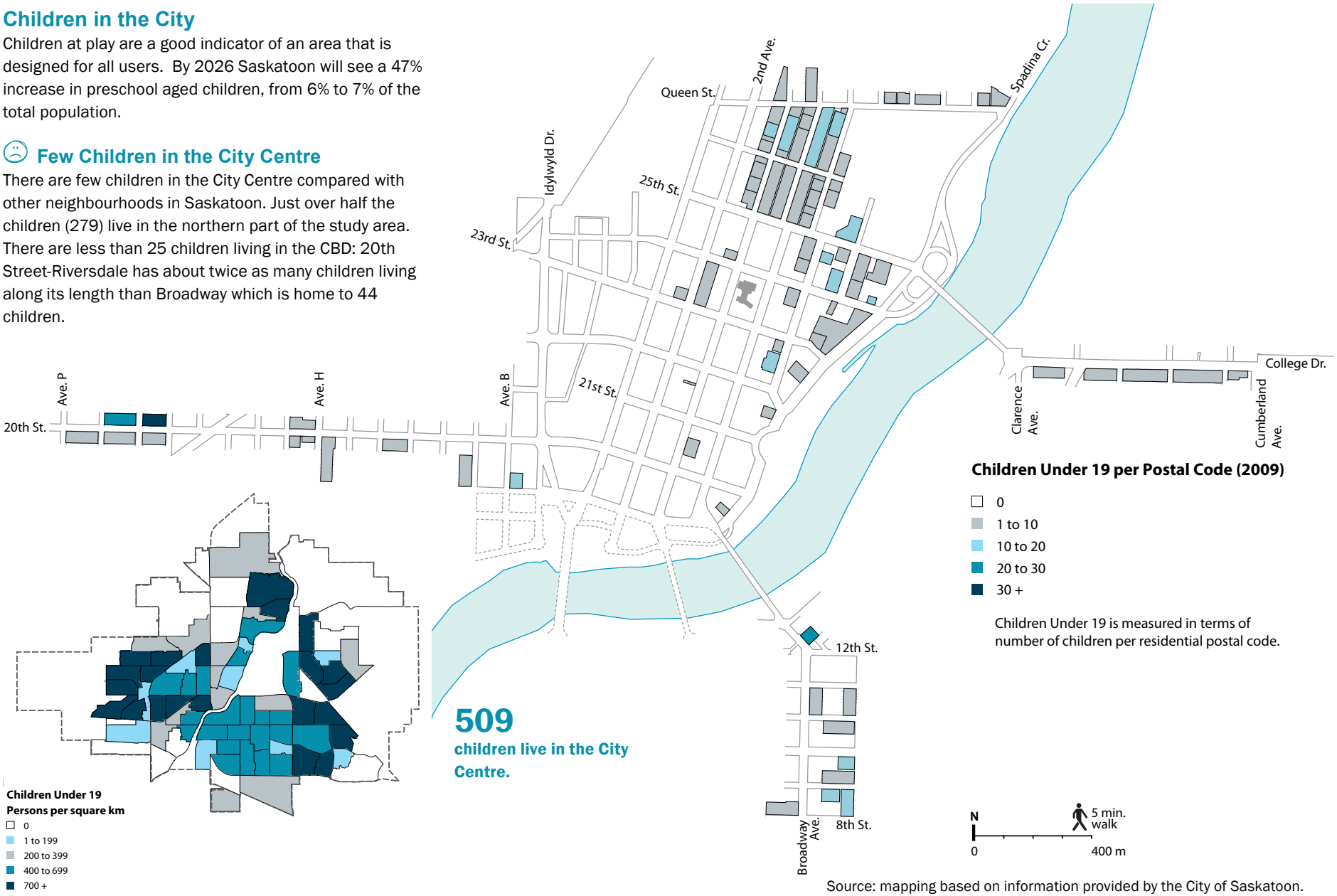
A City For All

Children in the City

Children at play are a good indicator of an area that is designed for all users. By 2026 Saskatoon will see a 47% increase in preschool aged children, from 6% to 7% of the total population.

Few Children in the City Centre

There are few children in the City Centre compared with other neighbourhoods in Saskatoon. Just over half the children (279) live in the northern part of the study area. There are less than 25 children living in the CBD: 20th Street-Riversdale has about twice as many children living along its length than Broadway which is home to 44 children.



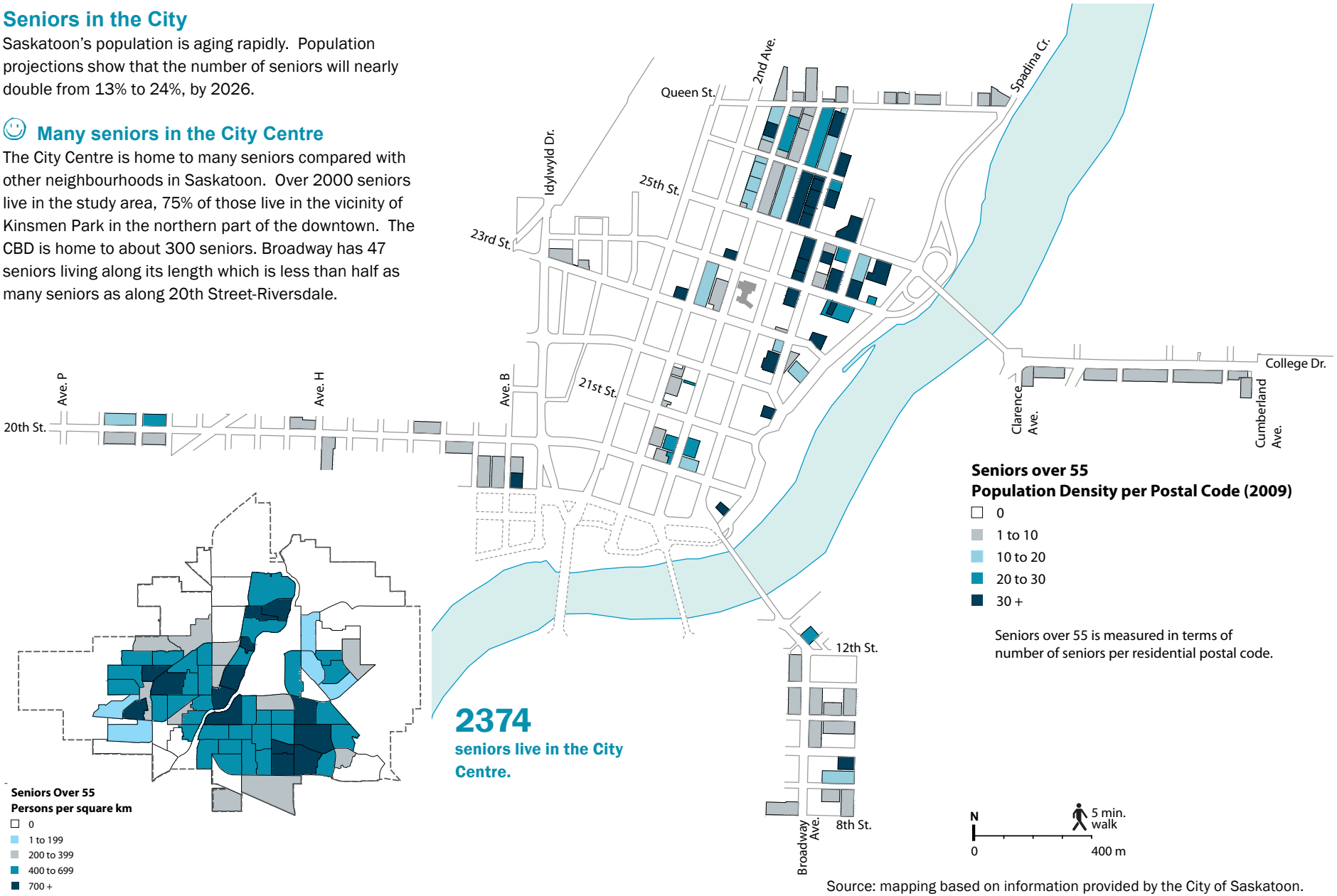
Source: mapping based on information provided by the City of Saskatoon.

Seniors in the City

Saskatoon's population is aging rapidly. Population projections show that the number of seniors will nearly double from 13% to 24%, by 2026.

Many seniors in the City Centre

The City Centre is home to many seniors compared with other neighbourhoods in Saskatoon. Over 2000 seniors live in the study area, 75% of those live in the vicinity of Kinsmen Park in the northern part of the downtown. The CBD is home to about 300 seniors. Broadway has 47 seniors living along its length which is less than half as many seniors as along 20th Street-Riversdale.



Source: mapping based on information provided by the City of Saskatoon.

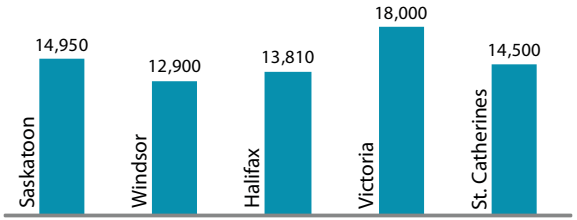
Students in the City Center

Student life in the City Centre

Nearly a third of the City Centre population is under 30, and 473 of the area's residents are post-secondary students. Students make a strong contribution to Saskatoon's vitality and diversity by bringing youthful energy and international culture. Because students are more likely to use transit, walk or cycle, they are more engaged with the public realm of the city. Many of these young students have flexible time and help keep the city active during the day and evening.

3.5 Students walking at the University of Saskatchewan Campus

3.3 Number of Students Near the City Centre



3.4 Edwards School of Business: first downtown university facility

Students near the City Centre

Two major post-secondary institutions are located adjacent to the City Centre. The University of Saskatchewan (UofS) campus supports 20,000 students and is sited on the north east edge of the City Centre. The Kelsey Campus of the Saskatchewan Institute of Applied Science and Technology (SIAST) is the second largest educational facility in the area supporting over 6,000 students and is located above the northwest corner of the City Centre.

Disconnected from the CBD

The Central Business District is a 15 minute walk along the University Bridge from the UofS campus. SIAST is also on the edge of the City Centre and is connected by two formidable arterial roads: Idylwyld Drive or 33nd Street East. The distance from these institutions to CBD is unfortunate as 26,000 students spend most of their time on campus, rather than contributing more significantly to the vitality of the City Centre.

Studying in the City Centre

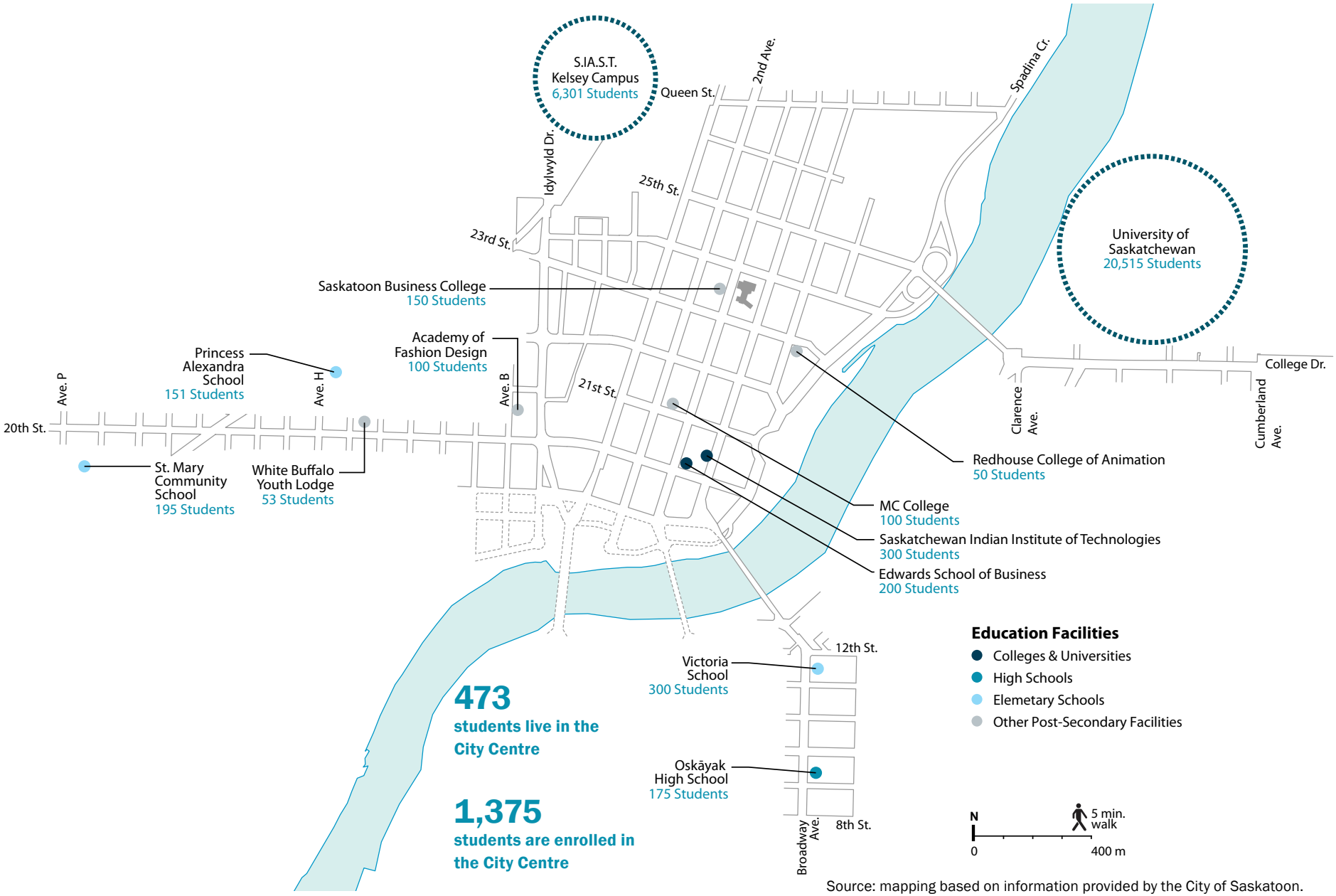
The City Centre accommodates primary, secondary, post-secondary and private educational institutions, the largest of which are the Saskatchewan Indian Institute of Technologies (SIIT) and Ecole Victoria School. Oskāyak High School is on Broadway and Nutana Collegiate is just outside of the study boundary. The UofS has started to invest in the downtown with the new campus of the Edwards School of Business on 3rd Avenue South.

No formal student housing in the City Centre

Less than 500 students live within the City Centre which means that most students live in other areas and commute to campus. At the University of Saskatchewan:

* 1,175 students are currently housed
* 800 new students in Undergraduate residence and 266 in Graduate residence in College Quarter: 2011—12
* 2700—3700 (including the 1066 above) proposed student accommodation of College Quarter when fully built out.

Students in the City Center



Source: mapping based on information provided by the City of Saskatoon.

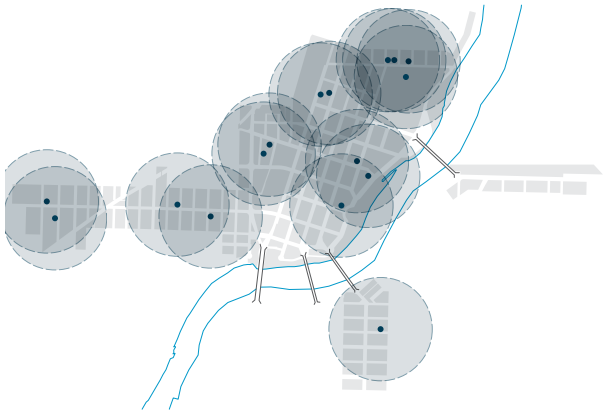
Community Services and Recreation

3.6 Community & Recreational Centres (5 minute walk)

Good distribution of community centres

Community and recreational centres can be found across the City Centre. The University is well served by its own recreational facilities outside of the study area.

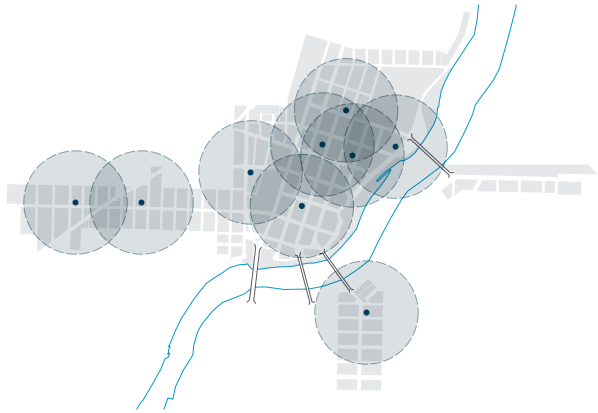
3.7 Clinics (5 minute walk)



Many Clinics

The City Centre is well served with medical clinics with the exception of the middle section of 20th Street. The University has its own clinic just outside of the study area.

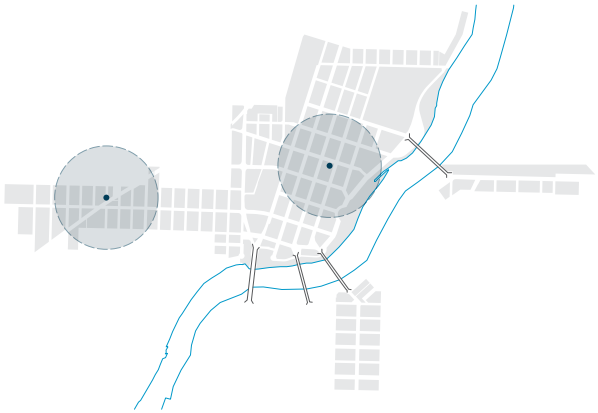
3.8 Daycares (5 minute walk)



Daycares are centralized in the CBD

Although there are a number of daycares in the City Centre there are fewer along 20th Street, Broadway and College Drive. The University has two daycares on campus.

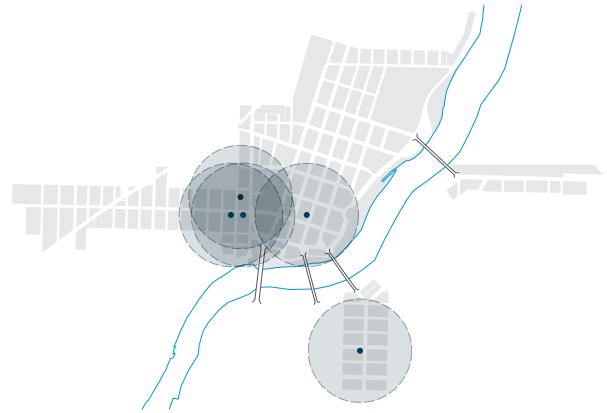
3.9 Libraries (5 minute walk)



Two libraries

The Frances Morrison Library is not within a five—minute walk of most of the City Centre. A small, new library serves the west end of Riversdale.

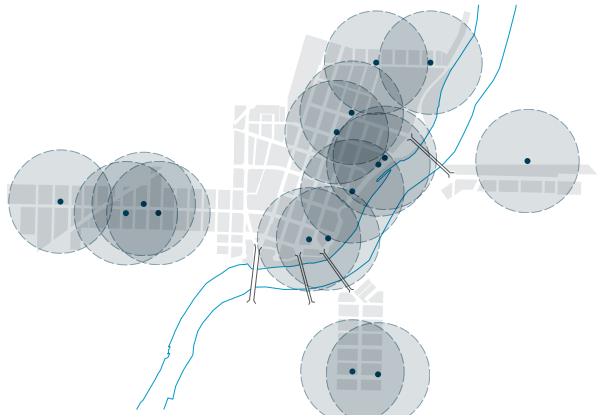
3.10 Groceries (5 minute walk)



Minimal Access to Fresh Food

Only one full—service grocery store is located within the study area. Some fresh food can be found in the small ethnic groceries in Riversdale and at Souleio foods.

3.11 Churches (5 minute walk)



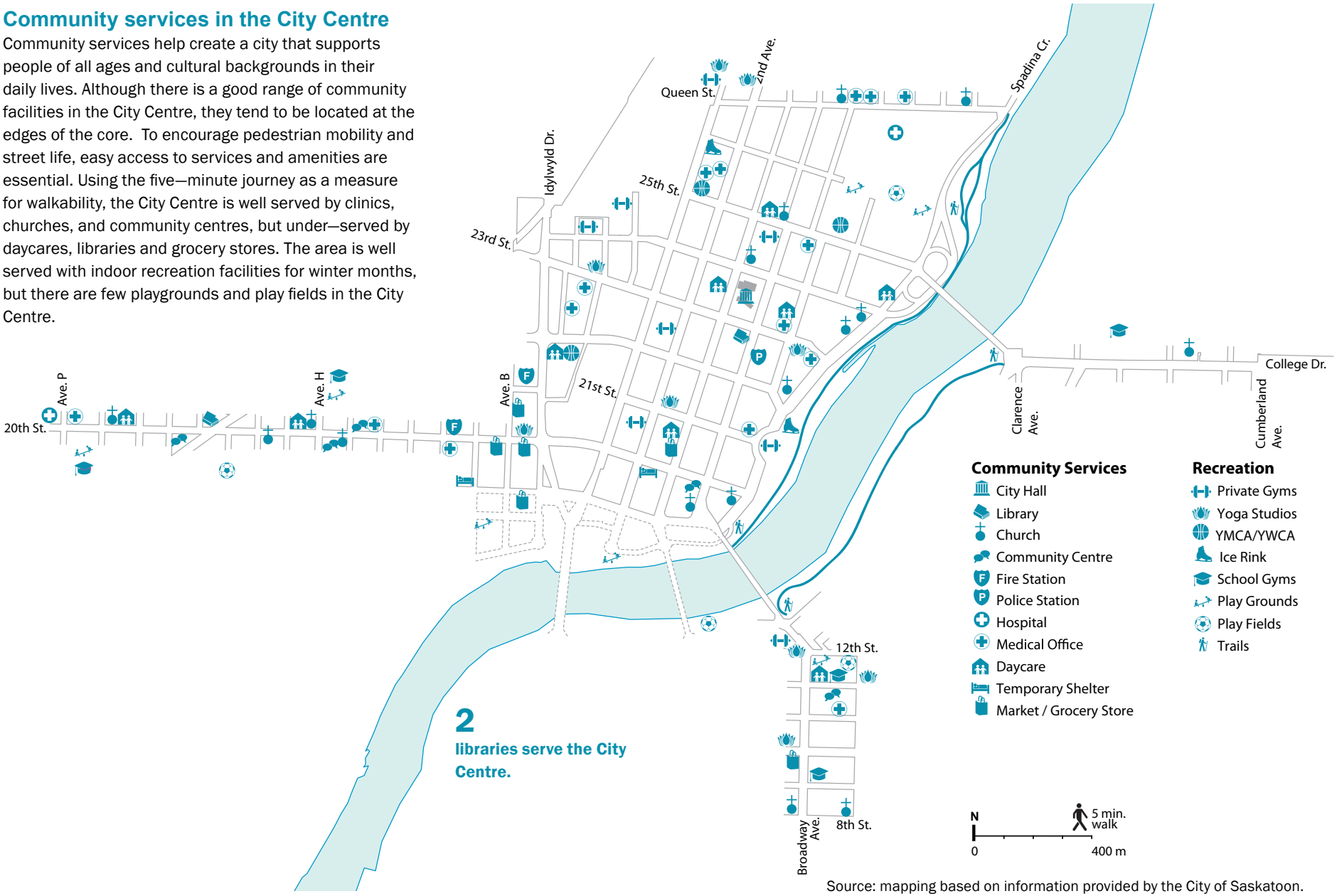
Many Churches

The City Centre has a well distributed supply of churches with the exception of the Warehouse District and College Drive.

Community Services and Recreation

Community services in the City Centre

Community services help create a city that supports people of all ages and cultural backgrounds in their daily lives. Although there is a good range of community facilities in the City Centre, they tend to be located at the edges of the core. To encourage pedestrian mobility and street life, easy access to services and amenities are essential. Using the five—minute journey as a measure for walkability, the City Centre is well served by clinics, churches, and community centres, but under—served by daycares, libraries and grocery stores. The area is well served with indoor recreation facilities for winter months, but there are few playgrounds and play fields in the City Centre.



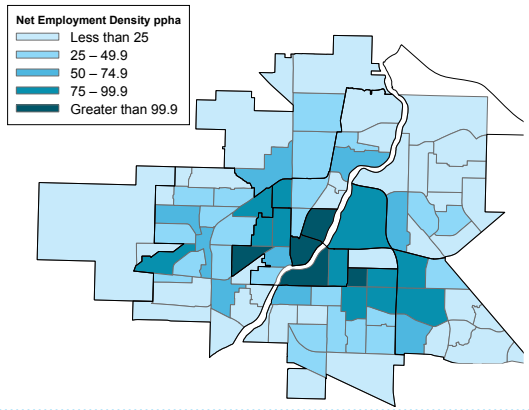
2
libraries serve the City Centre.

Source: mapping based on information provided by the City of Saskatoon.

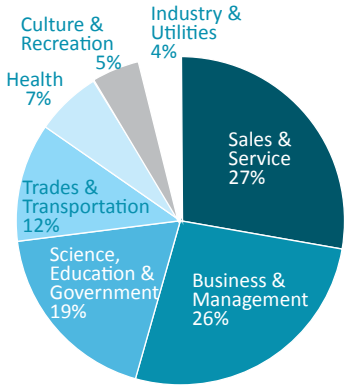
Employment

Workers in the City Centre bring activity and life to the area during the day and in the evenings. These employees are more likely to live close to work and walk, cycle or take transit to get to work. Of all the areas in Saskatoon, the City Centre has the greatest number of people that live and work in the same neighbourhood. The City Centre total of 25,365 employed people is 22% of Saskatoon's total workforce of 115,605. Within the City Centre, there is a higher than average unemployment rate of 6% compared with a 4.3% city average.

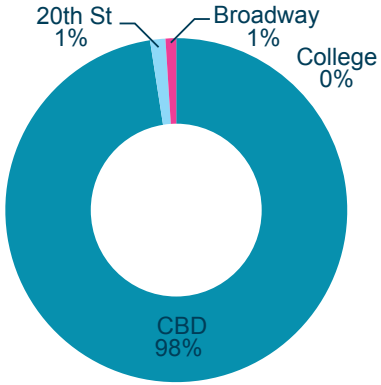
3.12 Net Employment Density (People per hectare)



3.13 Workforce Distribution by Type within the City Centre



3.14 Office Space Distribution within the City Centre



A strong employment area

The CBD is the second largest employment area in the city next to the North West Industrial area. With 22% of the workforce, the CBD has the highest net employment density of any neighbourhood in the city. Within the City Centre the CBD supplies 98% of the office space.

A centre of commerce and culture

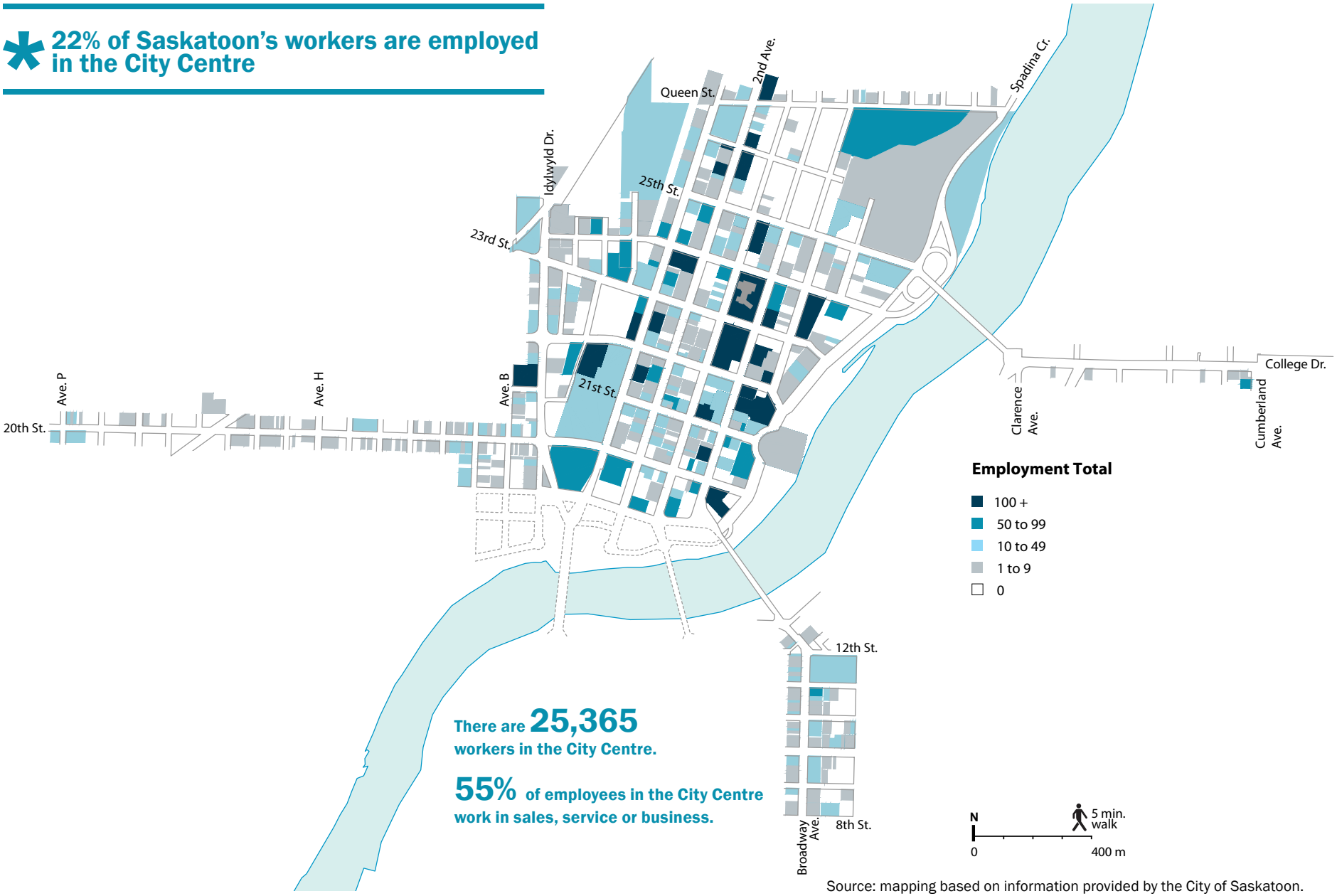
Although residents in the City Centre work at a wide variety of occupations, the majority of the City Centre employees work in sales, service, business, and management jobs. 4.8% percent of the employment in the City Centre is within the arts, culture, recreation and sports sectors, which is over twice the ratio of the city average. In 2009, 93 new businesses were started in the City Centre, creating a net gain of 60.

An emerging live/work neighbourhood

Three of the areas within the City Centre, City Park, Broadway and the CBD, have the greatest number of people that live and work in the same neighbourhood. But, the City Centre has the capacity to become a much stronger live/work neighbourhood. Currently, five times as many people work in the Centre as there are residents, leaving the Centre relatively empty at night.

Employment

22% of Saskatoon's workers are employed in the City Centre



There are **25,365** workers in the City Centre.

55% of employees in the City Centre work in sales, service or business.

Source: mapping based on information provided by the City of Saskatoon.

Retail

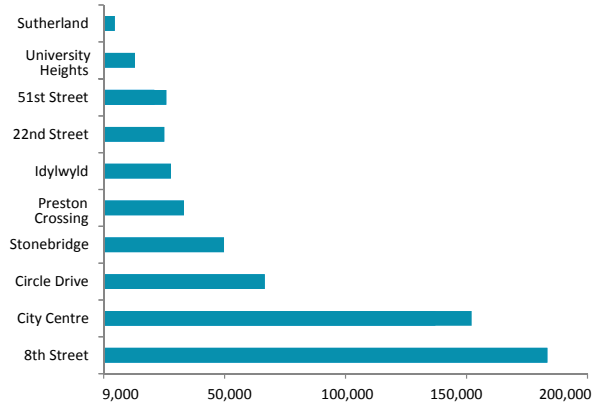
Shopping in the City Centre

Shopping is one of the primary activities of urban life. Shopping can be an essential activity like grocery shopping but often it is a leisure activity as well, when people enjoy browsing and meeting friends. Over 400 shops and more than 156,000 square metres of retail, restaurants and services are located in the City Centre. This creates the second largest concentration of retail in Saskatoon next to 8th Street. The CBD supplies 65% of the retail space within the City Centre. Main street retail concentrations can be found in 20th Street-Riversdale and Broadway, and the prime shopping area in the City Centre is centred around 2nd Avenue, 21st Street and the Midtown Plaza.

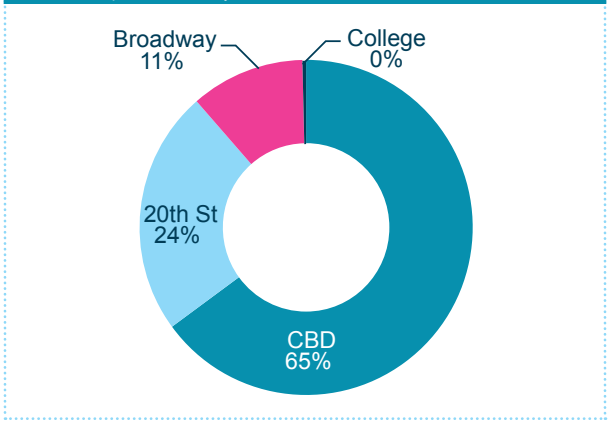
New Commercial Businesses in the City Centre

	2008	2009	2010 YTD
New	71	93	27
Closed	69	33	1
Net Gain	2	60	26

3.15 Retail Space by Area (Rentable Square Meters) 2009.



3.16 Retail Space in the City Centre 2009.



3.17 Unfriendly retail street: 20th St. between 1st and Idylwyld

A strong anchor mall

Over a quarter of the retail in the City Centre is housed in Saskatoon's largest enclosed downtown shopping mall, Midtown Plaza, which provides sheltered shopping that is appreciated in the winter months. The Plaza's front entrance is on axis with the Bessborough, drawing pedestrian traffic along 21st Street and 2nd Avenue.

Pedestrian-scaled main streets

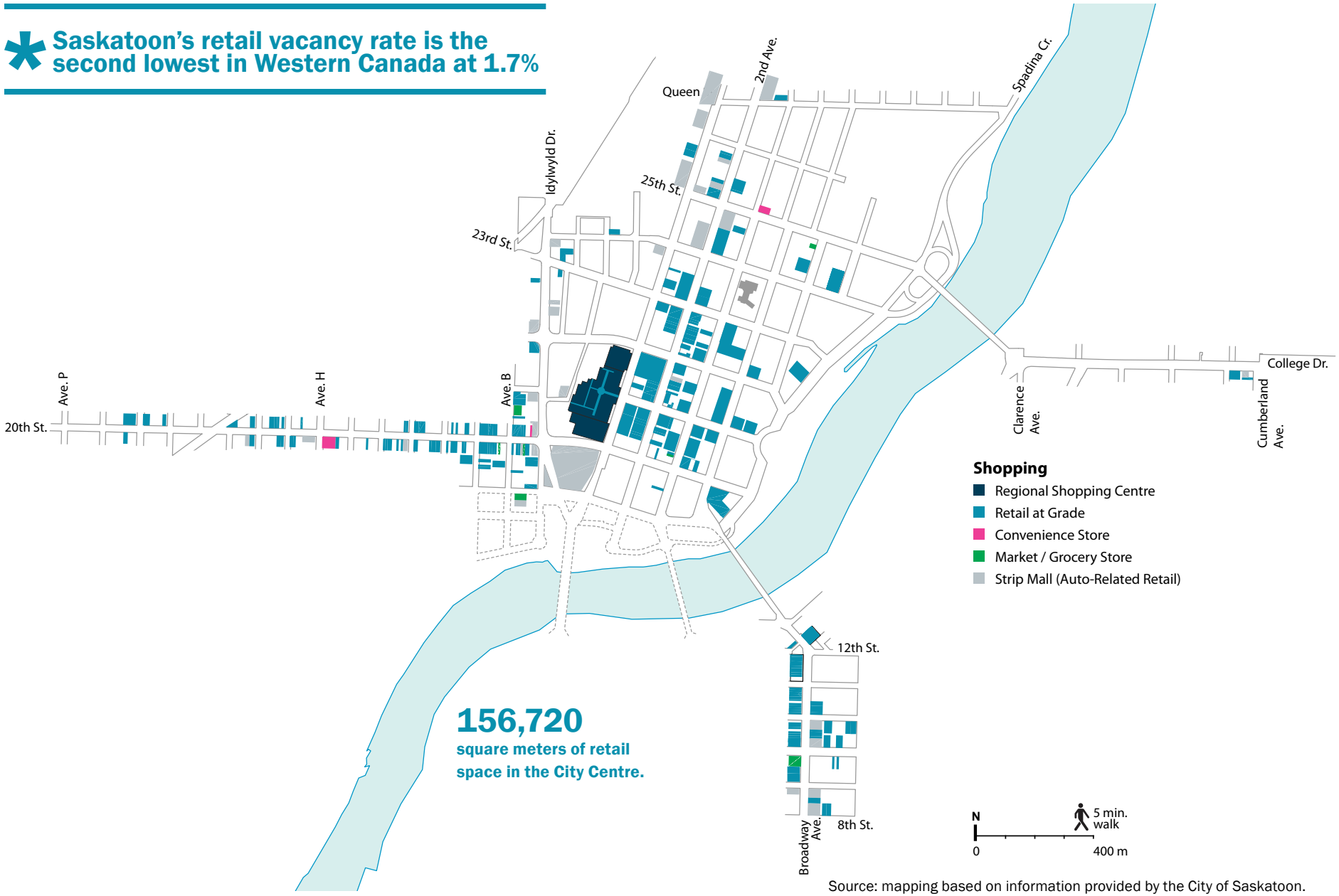
Broadway Avenue between 8th and 12th Streets is a good example of a pedestrian-friendly main street. Historic buildings, and a pleasant streetscape are supported by essential local businesses such as the theatre, pharmacy, restaurants, grocery store, specialty shops, two bakeries and a delicatessen. 20th Street - Riversdale has over 170 businesses including a historic repertory theatre that marks the centre of the commercial area. A small number of Chinese restaurants and an Asian grocers remain near what was once Saskatoon's early Chinatown. New local stores are beginning to revitalize 20th Street alongside existing street-front missions, pawn shops and thrift stores.

Some unfriendly retail

The shopping areas of the CBD are disconnected from the main streets of Broadway and 20th Street - Riversdale. Riversdale is separated from the CBD by a wide swath of surface parking lots and a substantial pedestrian challenge, Idylwyld Drive. Midtown Plaza's large surface parking lots, internalized retail, and long blank frontages along 20th Street East create an inhospitable public realm. Toward the south end of Broadway Avenue, the north end of 2nd and 1st avenues, 20th Street West of Avenue D, and along Idylwyld Drive there are strip mall retail buildings that are separated from the public realm by parking lots, creating discontinuous fabric and poor urban quality.

Retail

*** Saskatoon's retail vacancy rate is the second lowest in Western Canada at 1.7%**



156,720
square meters of retail space in the City Centre.

Source: mapping based on information provided by the City of Saskatoon.

Major Destinations

Major destinations in the City Centre

Entertainment destinations bring people together in public spaces. Essential to Saskatoon's success is its ability to connect the entertainment destinations with high quality streetscapes and public spaces. Both the entertainment and event activity programs and the entertainment district's urban quality contribute to Saskatoon's image as a city.

Tourism is one of the largest industries in Canada and with that comes an increased demand for cultural and authentic experiences. In 2009, there were 952,000 overnight person-visits and 871,000 same day person-visits to Saskatoon. The 2009 "Saskatoon Neighbourhood Assessment" highly rated all of the neighbourhoods in the City Centre for diversity of destinations. A recent project that successfully activates the City Centre is the new Farmer's Market.

3.18 TCU Place

A compact destination area

Saskatoon is fortunate to have the majority of its entertainment destinations in within a five—minute walk of each other and the central hotels. The CBD has emerged as a regional centre for cultural tourism, entertainment opportunities and cultural celebration. Adjacent to the study area, River Landing — due to the Remai Arts Centre, the Farmer's Market and public space improvements — contributes to the area's draw as an entertainment district.

3.20 Mendel Art Gallery

Disconnected attractions

There are two areas with major attractions within the City Centre. The main area is located in the southern part of the Downtown, south of 22nd Street and includes the TCU Place, Midtown Plaza, Galaxy Cinemas, Remai Arts Centre, Farmer's Market and the MVA Centre: a separate cluster of destinations is located along the riverbank near Kinsmen Park and includes the Mendel Art Gallery, Shakespeare on the Saskatchewan, and the Ukrainian Museum of Canada. There are few attractions or destinations between the southern destination area and the northern area. Attractions for the main streets include the Roxy Theatre on 20th Street-Riversdale, the Broadway Theatre, and the Refinery Arts & Spirit Centre in Nutana.

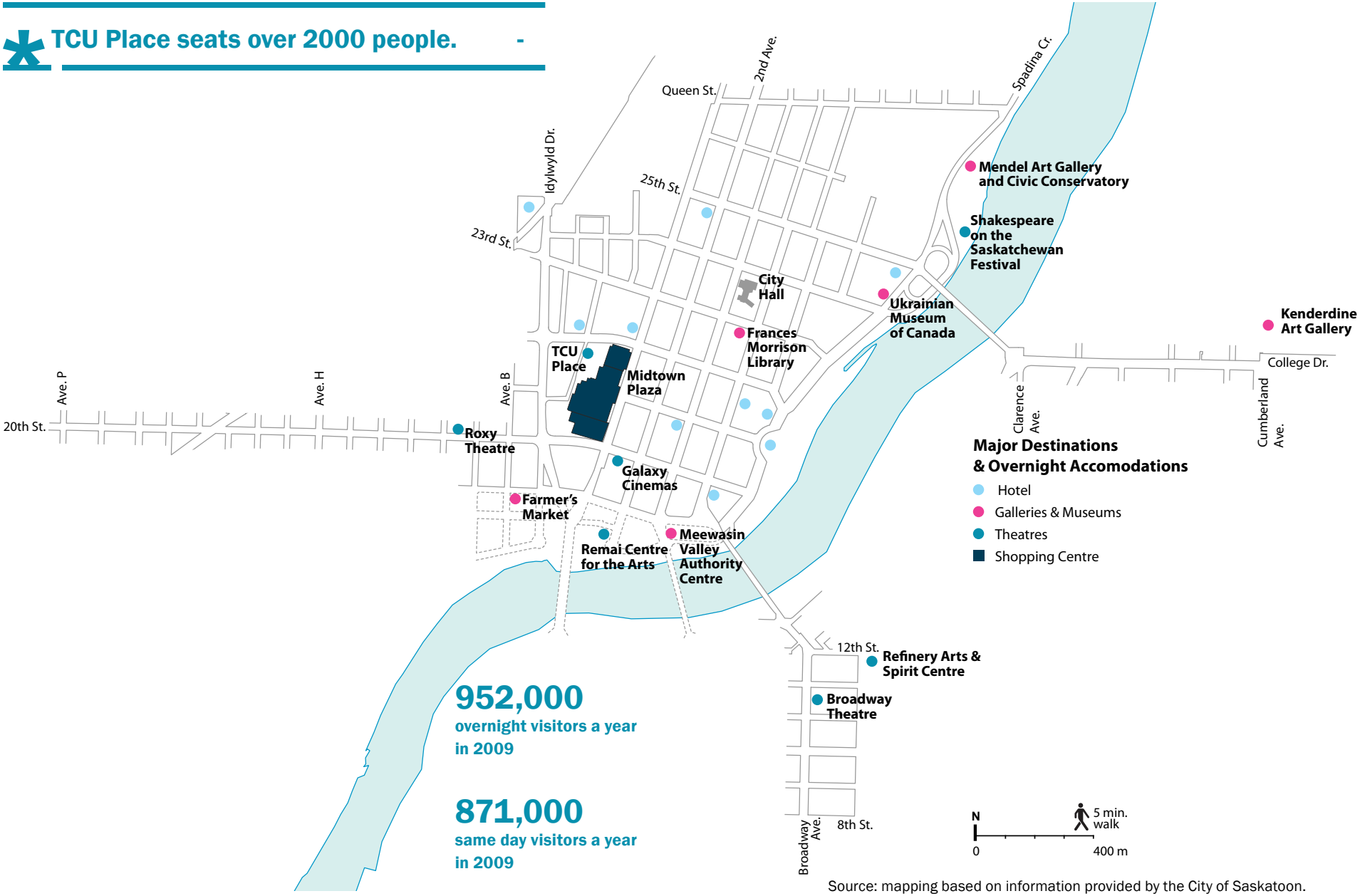
3.19 The Radisson and Bessborough Hotels

Well located cluster of downtown hotels

Seven hotels are located in the CBD within a five—minute walk to all of the southern destinations in the City Centre. Three other hotels are located in the northern area of the City Centre, one of which is within a five—minute walk of the cluster of northern destinations around Kinsmen Park. Presently there are no hotels along 20th Street and Broadway. College Drive has some smaller Bed and Breakfasts and Lodges that cater to hospital clientele, but no major hotels.

Major Destinations

*** TCU Place seats over 2000 people.**



952,000
overnight visitors a year in 2009

871,000
same day visitors a year in 2009

Source: mapping based on information provided by the City of Saskatoon.

Cultural Activities

A culturally engaged city

Saskatoon, the Cultural Capital of Canada in 2006, is fortunate to have many recreational and cultural facilities and attractions. These assets play a role in maintaining a high quality of life for residents, as cultural activities are an important part of a healthy, vibrant and dynamic city. Saskatoon is home to a growing number of artists and creative cultural workers who help shape the collective memories, traditions, sights and sounds of the City Centre. The experience of place is joined together by a common thread, providing people with a sense of connection and achievement.

3.21 Cruise Weekend

3.22 The Fringe Festival

3.23 Ice slide constructed as part of Wintershines

A Cultural District

The City Centre hosts the majority of the 20 major festivals and other cultural events in the city. Many of the events take place in the spring and summer, but having more events in the colder months would be beneficial for the life and activity of the city. Saskatoon has recognized this opportunity by investing in festivals through the "Destination Marketing Fund".

The City Centre as a destination

Although there is a concentration of entertainment destinations in the centre, the connections are not always apparent. Creating spaces that are interesting to walk along, that are easy to get to, with a concentration of activity along main streets would support entertainment destinations. Saskatoon's entertainment destinations anchor the area but the experience of the place, the heritage of the buildings, the South Saskatchewan River's edge and festivals and activities are the authentic activators of the city's identity.

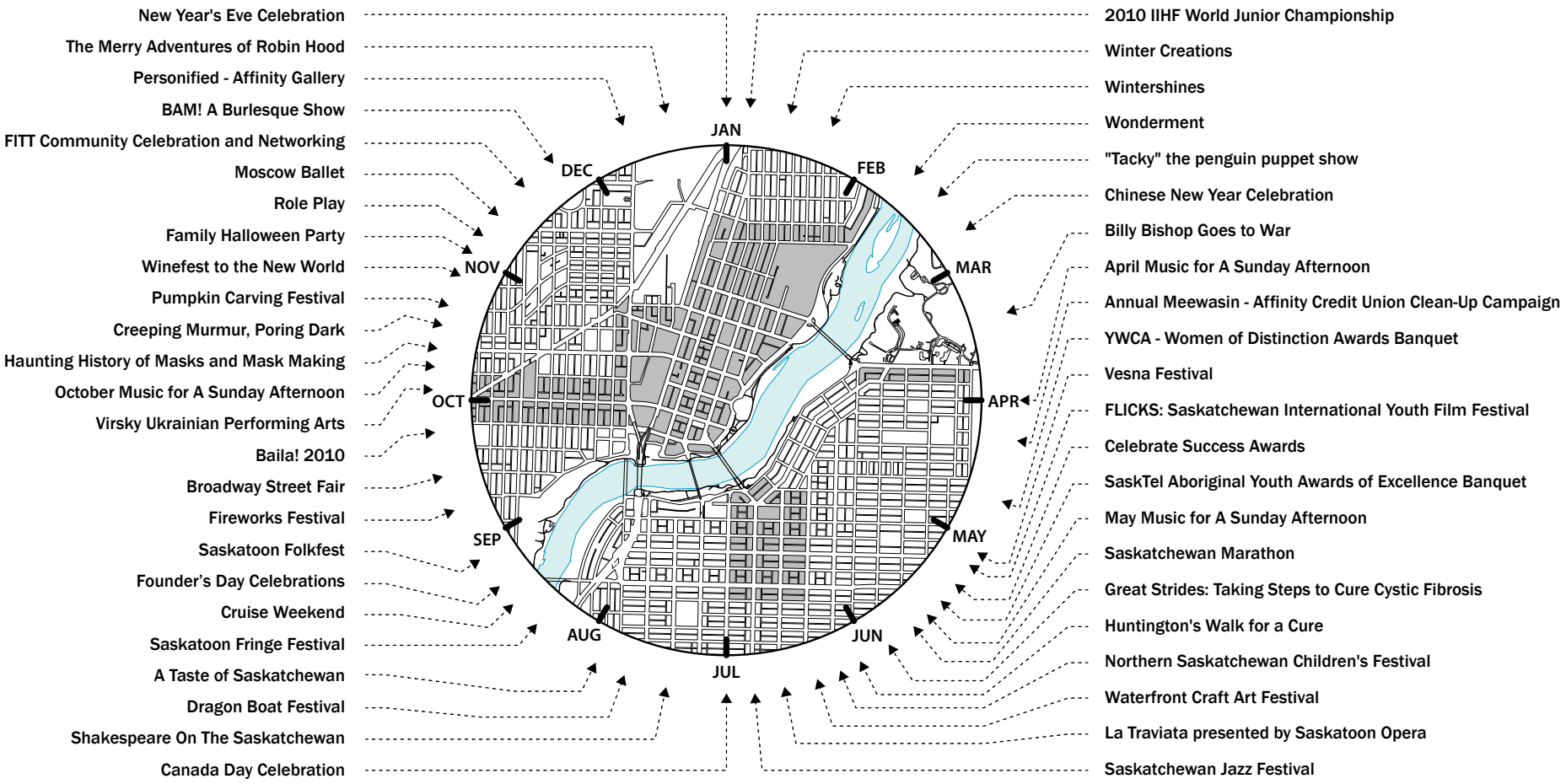
Many festivals and events

The City Centre hosts a number of annual festivals and events. The river bank parks feature multi-day events such as the Taste of Saskatchewan, the International Children's Festival and the SaskTel Jazz Festival. Cruise Weekend is a three day event that attracts around 40,000 people to the City Centre. Nightly, in July and August the Shakespeare on the Saskatchewan Festival presents live theatre. The Broadway area hosts the Fringe Festival of international alternative theatre. Folkfest, a three day multi-cultural festival, has venues that are located throughout the city and has been rated as one of the top 100 events in North America.

Cultural Activities

* Cruise Weekend attracts around 40,000 people to the City Centre.

3.24 Events throughout the year 2010-2011 within or close-by the study area.



Art & Heritage

Public art and Heritage in the City Centre

Public art in the City Centre is an important cultural resource for Saskatoon's citizens. Character, sense of history, culture and creativity are assets that are communicated through public art and heritage structures. The character that the heritage buildings add to the streets celebrates Saskatoon's history and past lives. The City of Saskatoon has taken steps toward the preservation and conservation of its heritage resources through the Heritage Conservation Program, which provides assistance to rehabilitate key heritage structures, and helps to secure the long-term protection of these assets. Public art is well represented in the CBD, but less so at the outer edges of the study area.

3.25 Arabesque by Douglas Bentham, 2004

A good program of public art

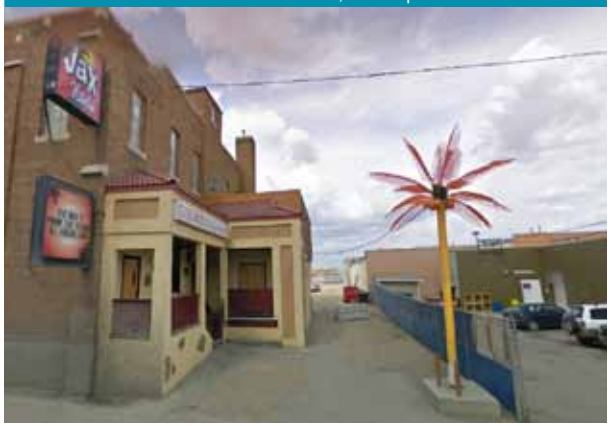
Saskatoon's city centre houses a wide-range of historic and contemporary public art. Within the study area, there are approximately 26 major permanent pieces and 27 sites within the Placemaker Program, which places public art on a temporary basis in the core BID streetscape areas.

3.26 The Canada Building at 21st St. and 1st Ave.

A city that celebrates its heritage

Heritage buildings within the City Centre are concentrated along 21st Street, 24th Street, Broadway Avenue and 20th Street. The Bessborough Hotel is a significant landmark within the city dating from the 1930s. Other notable buildings in the City Centre include the Senator Hotel, the Saskatoon Club, the Royal Bank, Rumley Warehouse, the Avalon Block, the Canada Building, the T. Eaton Store, the Empyreal Building and the Roxy Theatre. The City Centre has some notable modern buildings including the former Hudson Bay Store, the Sturdy Stone Centre and the Mendel Art Gallery.

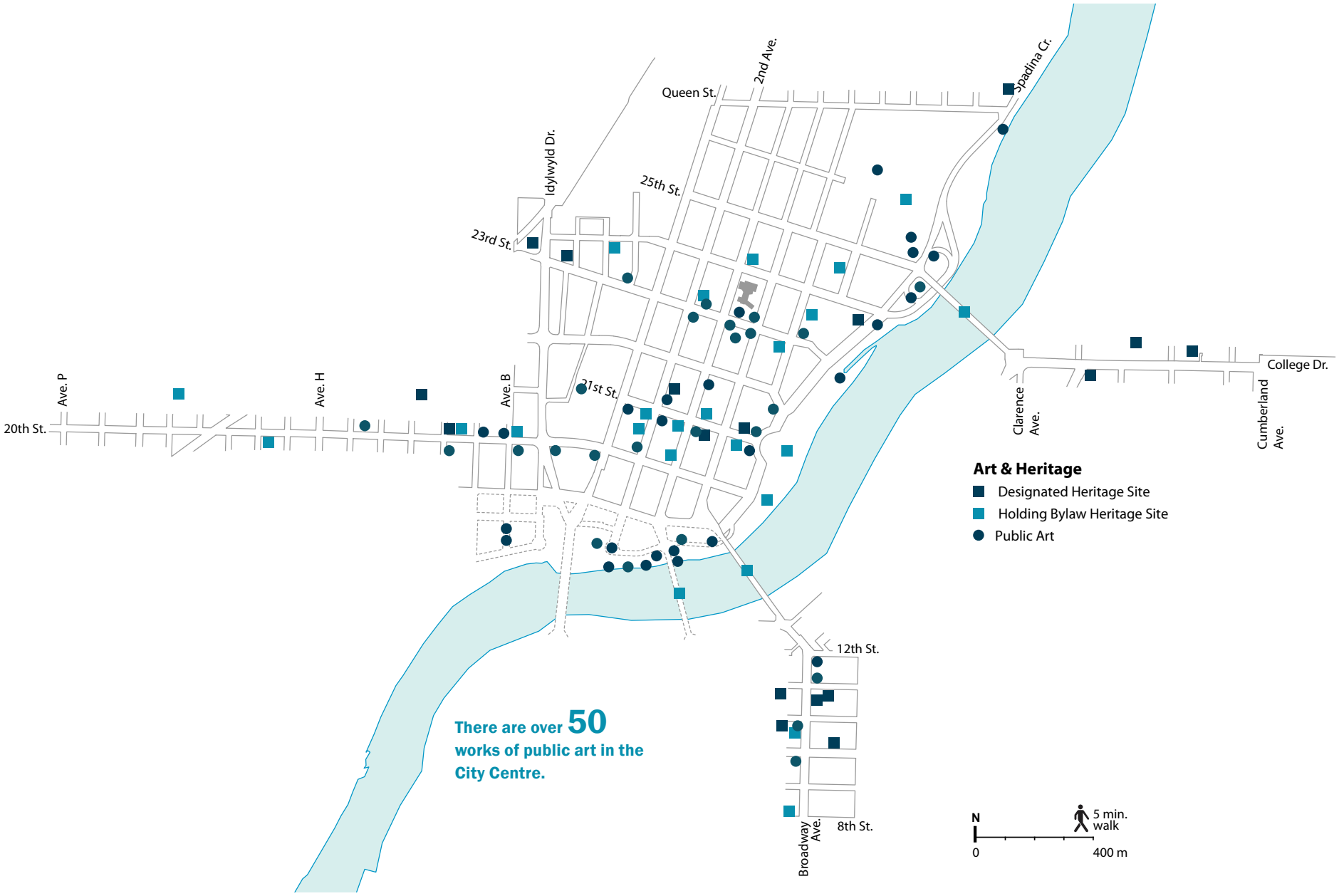
3.27 A landmark in the Warehouse District, but not public art.



Forgotten places

Public art is distributed throughout the downtown at major intersections and pedestrian nodes, within the riverbank parks and along Broadway Avenue and 20th Street—Riversdale. Although heritage buildings are found in the northern edges of downtown and on the U of S campus, in the Warehouse District and along College Drive public art is not present.

Art & Heritage



Evening Activities

Evening Activities in the City Centre

Evening activities attract people to the downtown area outside of typical business hours and are important for the vitality and safety of the centre. The number of evening activities and the density of their distribution can create hubs of activity. Little or sparsely distributed activity results in areas that seem deserted and unsafe, especially in the evening. The dynamic 24-hour City Centre must provide spaces that invite a wide mix of user-groups and requires careful management and planning. Evening program can include restaurants, coffee shops, bars and nightclubs, health and recreation facilities, hotels, cinemas and theatres, and retail shops.

3.28 Night life in the City Centre

An active night life

There is a concentration of evening activities along 2nd Avenue S. and 21st Street E. as well as Broadway Avenue and 20th Street W. The City Centre has 108 restaurants, 12 theatres spaces and 52 bars or nightclubs. Larger attractions include:

* Sid Buckwold Theatre at TCU Place (2003 seats)
* Remai Arts Centre, home of Persephone Theatre (450 and 100 seats)
* Galaxy Cinemas (2,454 seats)
* Shakespeare on the Saskatchewan (282 seats)
* Broadway Theatre (435 seats)
* Roxy Theatre (924 seats)

3.29 Downtown at night

Nightlife spread out

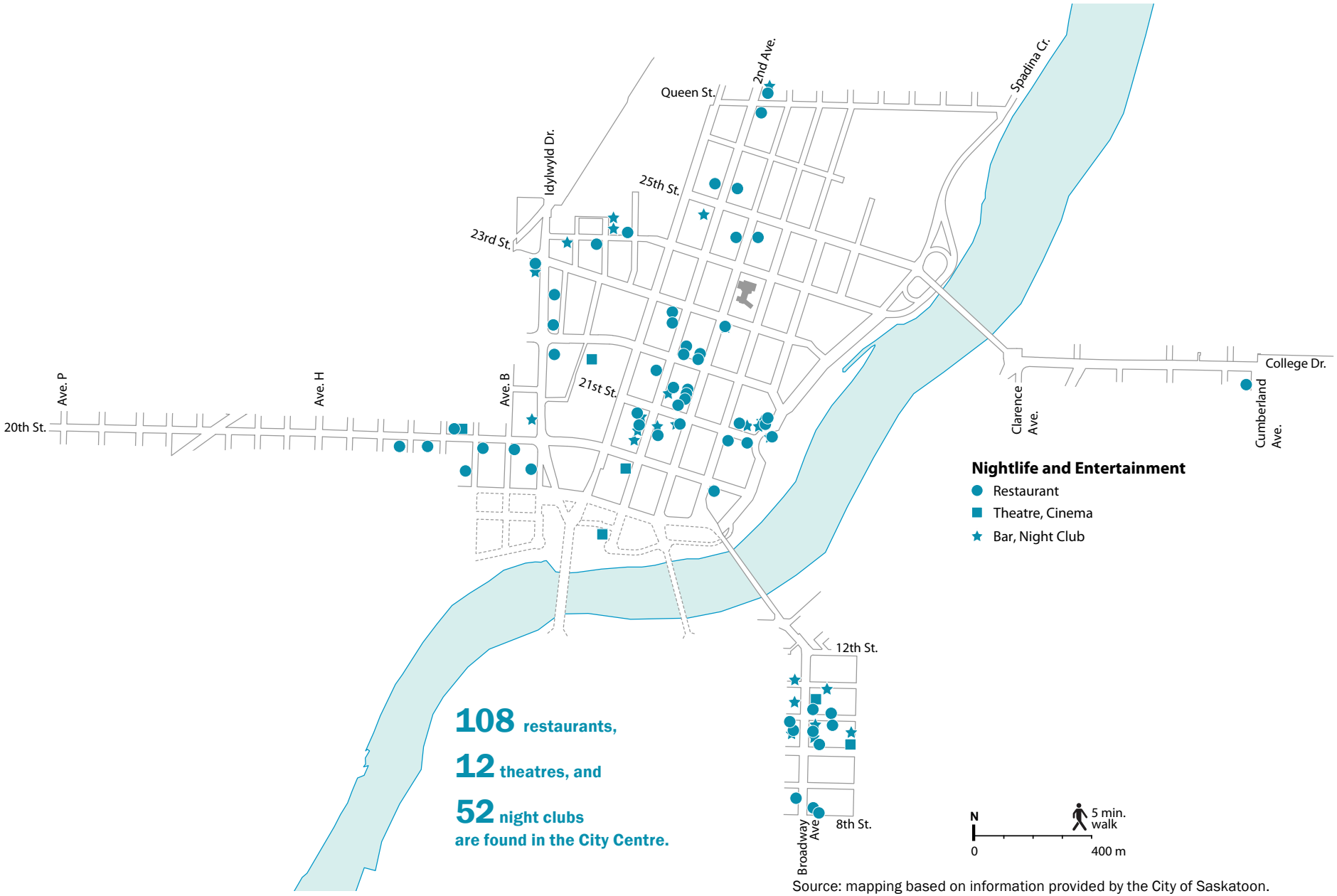
Nightlife in the City Centre is geographically intermittent and interrupted by areas dominated by offices, retail, or institutions. These places are closed in the evening and offer nothing to the life of the city at night. The large parking lots to the north and south of Midtown Plaza are lifeless after shopping hours, with the exception of when large events are held at TCU Place. Concentrated nightlife areas on Broadway and 20th Street are separated from the entertainment zone in the CBD. The Warehouse district has some bars and clubs but they are spread out and disconnected from the rest.

3.30 A stretch of 20th St. at night

Dark parts of the City Centre

The absence of legitimate evening activities near the transit mall contributes to the perception that area is unsafe. In the northern ends of the City Centre, one is likely to feel lonely with so little activity. For example walking along 2nd Avenue North in the evening, one would feel safer if the shops and restaurants were open in the evening. Another long walk without much activity is the route from the University to the CBD at night. 25th Street and Spadina Crescent present great opportunities to encourage more evening activities such as restaurants, after-hours shopping and recreation.

Evening Activities



Source: mapping based on information provided by the City of Saskatoon.

Perception of Safety

Perceived safety

Perceived safety (rather than real safety) is a primary deterrent when choosing routes and destinations in the city. Perception of a safe environment is created when surroundings are visible, well lit and populated with people during the day and night. “Eyes on the street” is a term used to describe a community that is watchful of the public realm. Transparent storefronts, residential windows that overlook public space and pedestrian scaled lighting all contribute to actual and perceived safety. In the study area, the streets with the greatest residential density are perceived to be most safe.

Crime

Security is an important factor of public life. Crime and the perception of safety can affect the quality of life and Saskatoon’s image. All of Saskatoon is affected by crime, but the downtown area and central neighbourhoods account for a large portion of recorded crimes. Many of the causes of crime can be attributed to social and systemic issues such as poverty and substance abuse. The public realm has a role to play in the prevention of crime and the perception of safety. Crime Prevention Through Environmental Design (CPTED) can reduce the opportunities for crime and improve community perceptions of safety, as well as strengthen community bonds.

3.31 Saskatoon at Night

3.32 Bus Terminal

3.33 Low light levels on City Streets

3.34 Pedestrian Scaled Lighting

Large, inactive areas

Many of the mono-functional areas of the City Centre have the perception of being unsafe due to the lack of activity in the evenings. Areas of greatest concern are the parking lots west of 1st Avenue South. Many of the buildings in this area are closed at night and don’t provide passive surveillance to the sidewalks. Large parking lots surrounding the Midtown Plaza create an undesireable barrier between the CBD and outer areas.

Unsafe Transit Nodes

Public transportation nodes are important destinations during the day, but also at night. Routes to and from the nodes, as well as waiting areas, need to be perceived and experienced as safe. The transit mall is a site that is perceived as being unsafe, and at times it is unsafe. Factors contributing to this are discussed on page 109.

Inadequate Street Lighting

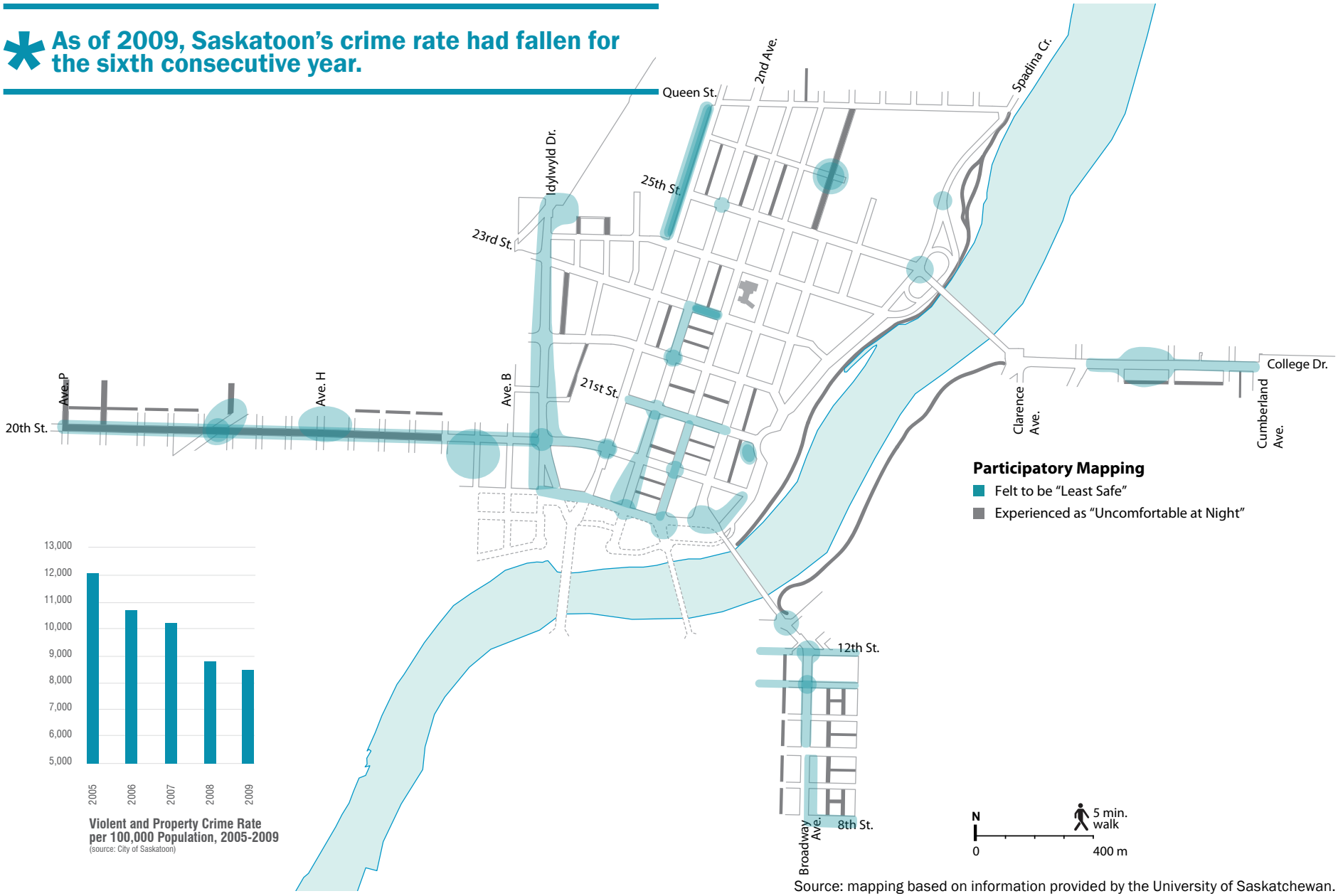
In general, street lighting in Saskatoon is directed towards the roads rather than the sidewalks. Observations made in the City Centre reveal that street lighting in general is considered inadequate in areas with a high level of evening activities. The rear lanes are another area of concern in the evening as they are dark and could be used for lurking. These areas take away from the perception of personal security.

Some Pedestrian Scaled Lighting

All of the upgraded streetscapes include pedestrian lighting including 20th Street from Idylwyld to Avenue D, along 21st Street, Spadina Crescent, 2nd Avenue, Broadway and River Landing. Throughout the active areas of the downtown, some commercial canopies and illuminated shop fronts provide additional pedestrian—scaled lighting.

Perception of Safety

*** As of 2009, Saskatoon's crime rate had fallen for the sixth consecutive year.**



Violent and Property Crime Rate per 100,000 Population, 2005-2009
(source: City of Saskatoon)

Source: mapping based on information provided by the University of Saskatchewan.

Land Value To Assessment Value

The Land Value To Assessment Value (LVAV) Ratio refers to the land value of a property divided by its assessed value, expressed as a percent. In principle, the LVAV ratio equals 50% when the market value is used as the tax assessment, but in practice the ratio can vary as a result of abatements, litigation, market fluctuations, tax freezes, biases in assessments, and property improvements. The LVAV ratio is a preliminary method to identify under-utilized parcels. The ratio can be inadequate as a predictor of future land use change, since redevelopment depends on a variety of forces like market conditions, community needs, infrastructure and the current land owner's desire for change. A further caveat when reviewing this data is that large properties with relatively small buildings may have low ratios but still house successful businesses. In addition, some properties may not, statistically, be under-utilized, but may exhibit a lack of proper utilization in relation to the municipality's overall land use goals and objectives.

3.35 An under-utilized block along 2nd Ave., north of 25th St.

An under-utilized City Center

Over half of the properties in the City Centre have an LVAV ratio of over 50%,indicating that they are likely under-utilized. The map on the facing page shows the assessment ratio for properties within the City Centre. The darkest blue areas show properties that are potentially under-utilized. These areas include vacant lots, surface parking lots, some heritage buildings, parks and lots, auto-related uses, single—family houses near the CBD, and lots with smaller or underdeveloped buildings. 719,816 square meters of land have a LVAV ratio of over 50%. This is the equivalent area of over $116 million dollars a month of Class B office space in Saskatoon.

3.36 Development potential in the Warehouse District

High development potential

Under-utilized properties represent great potential for development within the City Centre. A site in its highest and best use would have an LVAV ratio of 50% or lower. When the assessment value of a lot is significantly more than the land value, the property is likely to face speculative development pressure. A high LVAV ratio suggests that a developer will be tempted to improve the property with a more economically valuable development. The City will need to further consider and address existing economic and physical conditions in order to attract new development to the City Centre.

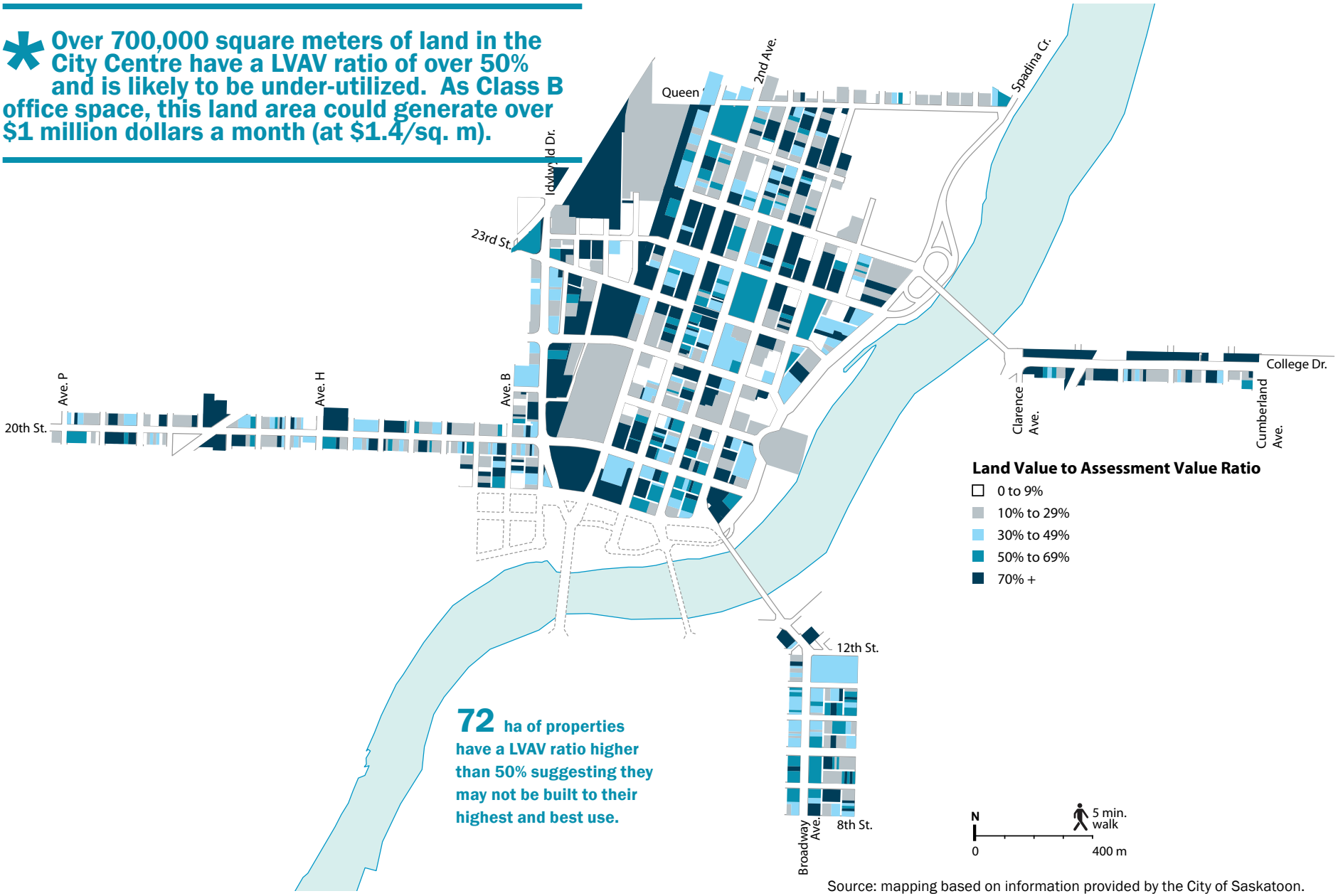
3.37 An economically vital section of the City Centre along 21st St.

A strong central core

The central spine of the Central Business District is operating near to its highest and best use. Properties along 21st Street are economically viable, as well as some of the residential areas in the northern part of the City Centre. Broadway Avenue and 20th Street are less well utilized than the CBD on average.

Land Value To Assessment Value

*** Over 700,000 square meters of land in the City Centre have a LVAV ratio of over 50% and is likely to be under-utilized. As Class B office space, this land area could generate over $1 million dollars a month (at $1.4/sq. m).**



Source: mapping based on information provided by the City of Saskatoon.

Some of the joys and blessings of being alive ought to be as easily achieved as a stroll down to the place on the corner — but there does have to be a place on the corner.

Ray Oldenburg

3.38 Broadway Ave.

Public Space and Movement

Public Space 58
- Types of Public Space 58

Pedestrians 60
- Streetscape Improvements 60
- Street Trees 64
- Pedestrian Network Challenges 66
- Crossing the Street 68
- Winter Sidewalks 69
- Laneways 70

Places to Rest 72
- Public Seating and Cafés 72

Urban Form 74
- Ground Floor Frontages 74
- Building Entrances 76
- Surface Parking 78
- Views and Vistas 80
- Visual Quality 82

Transit 84
- Public Transportation 84

Bicycles 86
- Bicycle Network — Quality of Cycle Routes 86

Vehicles 88
- Traffic 88

Types of Public Space

Places to stay

This section of the study provides information about where people stay in the City Centre whether they are sitting, standing, waiting for the bus, socializing, or just lingering. The use of these places is a good indication of urban quality and the level of public space amenity. Most of the green space in the City Centre is located along the riverfront, which is well loved and highly utilized, but offers limited uses and activities due, in part, to its linear configuration. Approximately 3% of land in the City Centre is dedicated to public space, and most of this area is devoted to passive activities and naturalized landscape. Public Programming and festivals within the Spadina parks occur frequently in the summer, but alternative locations within the study are area could ensure that the existing landscapes are adequately maintained and provide space for additional programming.

4.1 Kinsmen Park

Parks in the City Centre

The study area has significant public spaces including Kinsmen Park and the Meewasin Valley. In the city's recent Visioning exercise, the riverfront park and trail system was identified as Saskatoon's most treasured asset. It is used for both recreation and commuting through the city. River Landing, just outside of the study area but connected to the Meewasin Valley trail system, has a water spray park and a playground. With the exception of Kinsmen Park there is little green space away from the riverfront in the study area, especially on the western side of the CBD. Primary school playgrounds function as neighbourhood parks, and are well used in the City Centre by students and local residents.

4.2 City Hall Square

Squares and Plazas in the City Centre

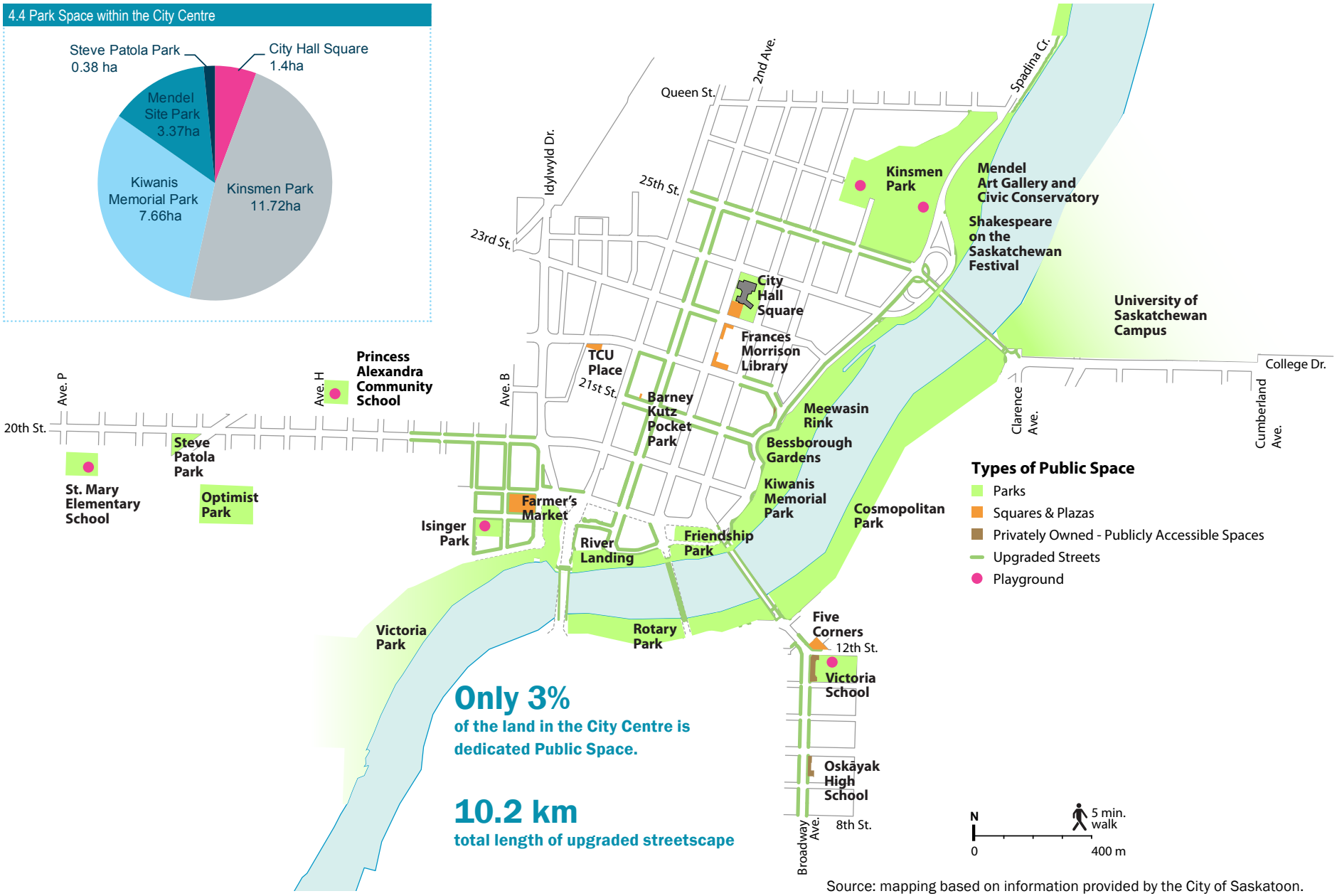
The major public plaza within the area is City Hall Square which is 3.5 acres (14,000sm). On weekdays, the benches are used in good weather, during office hours, and occasionally dogs are walked around the square in the early mornings. City Hall Square functions as the key gathering space for public assemblies, community events and fundraisers. For larger events, streets adjacent to the square are closed to better accommodate bigger groups of people. Very large gatherings, like Remembrance Day ceremonies that previously were held at this location, now are carried out at larger venues away from the City Centre. City Hall Square is designed and functions more like a passive park than an active civic plaza.

4.3 2nd Ave. North

Limited range of public spaces

Apart from City Hall Square, River Landing and the new Farmer's Market, there are few urban hardscapes for people-watching and urban recreation. The inner and western areas of the downtown, and the areas along Broadway Avenue, 20th Street and College Drive, are notable for their limited public space amenity. An exception is the Barney Kutz Pocket Park on 21st Street and alternative spaces on private land that act like public squares, such as the plaza in front of Ecole Victoria School on Broadway. Apart from Kinsmen Park and River Landing there are few places for families and children to play and enjoy.

Types of Public Space



Only 3%
of the land in the City Centre is dedicated Public Space.

10.2 km
total length of upgraded streetscape

Source: mapping based on information provided by the City of Saskatoon.

Streetscape Improvements

Walking in the City Centre

A strong pedestrian network that is interconnected, continuous and comfortable, allows movement from beginning to end, and provides more than one route option encourages people to walk. Pedestrian networks can be made up of laneways, and trails in parks, as well as pedestrian—friendly sidewalks. The development of a high quality pedestrian environment can create a snowball effect, where good places to walk will attract more pedestrians that support businesses. Improved business encourages better shops which, in turn, attract more pedestrians. City-wide, only 6.2% choose walking as a way to get around, but within the City Centre 27% residents choose walking (over four times the city average).

4.5 Broadway Ave.: a comfortable main street

A good pedestrian network

The City Centre has a good grid pattern of streets with relatively small block sizes that give pedestrians flexible choices in their walking routes. The secondary network of public lanes allows for further shortcuts. 20th Street-Riversdale, Broadway Avenue, and College Drive are important branches for the pedestrian network. Within the central area, 2nd Avenue and Spadina Crescent are attractive north-south spines.

4.6 2nd Ave.: an active central street

A strong central circulation system

The pedestrian network has been strengthened with streetscape improvements to parts of 19th Street, 20th Street, 21st Street, 25th Street, 2nd Avenue, 1st Avenue along Midtown Plaza, parts of 22nd Street, Broadway Avenue, and Spadina Crescent. Streetscape improvements to 3rd Avenue from 19th Street to 23rd Street were under construction in 2010. Due, in part, to the streetscape improvements, these streets are the most active pedestrian routes in the city and connect the commercial branches to the civic core of the City Centre.

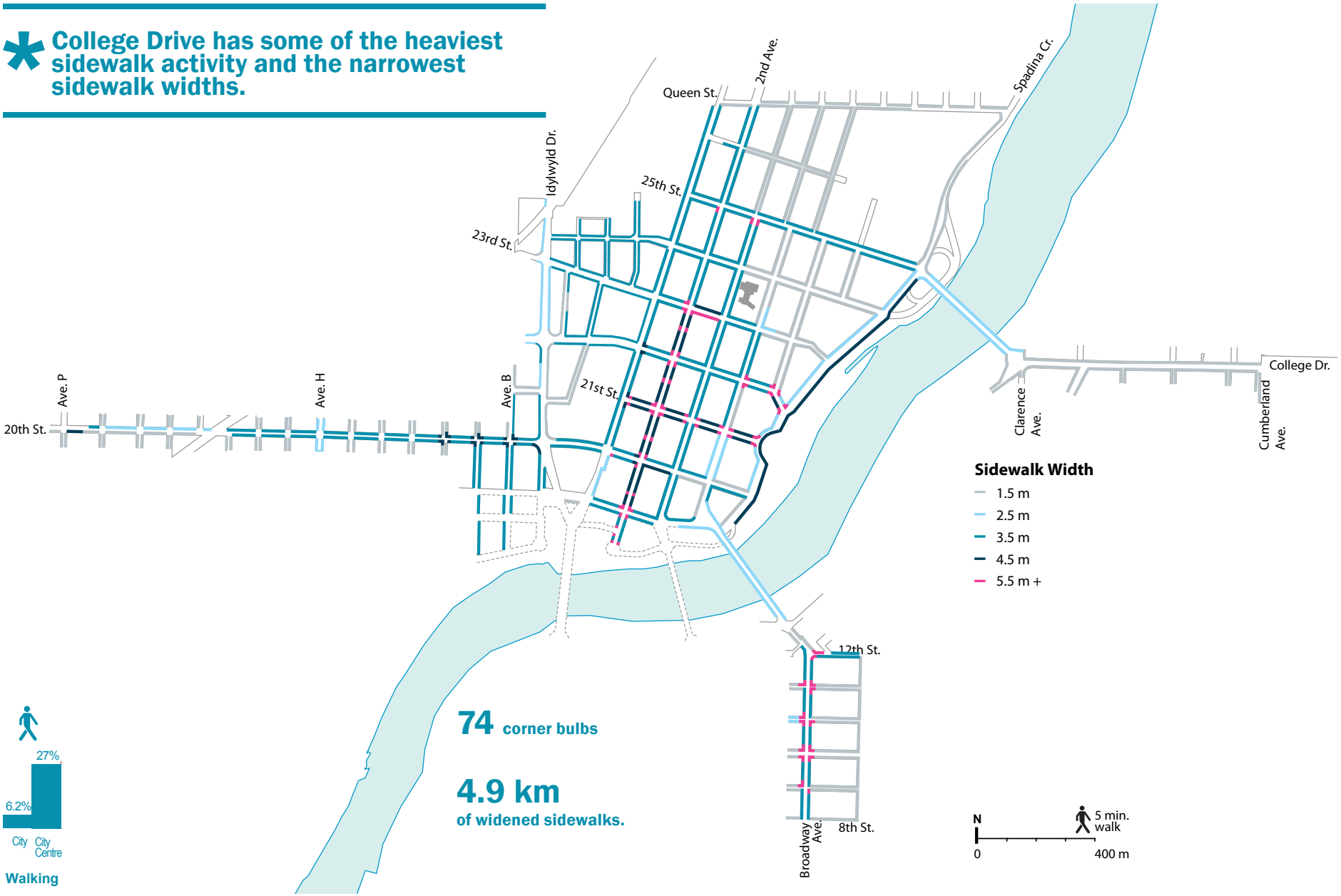
4.7 Narrow sidewalks approaching Broadway Bridge

Missing links in the pedestrian network

A comprehensive streetscape network for the City Centre is not yet complete, and many important routes have missing pieces, or have been omitted from the system entirely. 22nd Street, 23rd Street, Idylwyld Drive and College Drive are all highly used pedestrian corridors, with very poor streetscape amenities. The weakest links in the network are the connections to the University Bridge and the western connection to the Broadway Bridge including the relatively narrow sidewalks (2.5m) along the bridges.

Streetscape Improvements

College Drive has some of the heaviest sidewalk activity and the narrowest sidewalk widths.



Streetscape Improvements

Pedestrian Improvements

Good streetscape amenities improve the convenience, comfort and delight of pedestrians, whereas poor conditions and narrow sidewalks funnel people toward their destinations, discouraging lingering and socializing. Wider sidewalks alone, can encourage social activity in the city because they invite pedestrians and offer space to linger. City Centre streetscape improvements represent significant public and private investment in the core Business Improvement Districts, contributing to a growing and evolving legacy of public space focused on people. Connections between central destinations have been strengthened, and sidewalks widened to provide space for comfortable walking, shopping and standing. Widened sidewalks at crosswalks and amenity areas increase pedestrian comfort and feeling of safety. Furniture, street trees and pedestrian lighting work in combination to create unique spaces and area identity.

4.8 Crosswalk on 2nd Ave.

4.9 Benches on 21st St.

4.10 Narrow sidewalk on College Dr.

Widened sidewalks

Since 1989, the city has implemented streetscape improvements in the core Business Improvement Districts of Downtown, Broadway Avenue and 20th Street. Approximately five kilometers of pedestrian sidewalk areas have been improved through the City's Urban Design program, funded annually by 43% of the City's parking meter revenues. Additionally, over 70 extended corner and mid-block sidewalk bulbs have been built, which narrow crossing distance and create a more favourable pedestrian crossing condition. As a result of this strategic approach, the pedestrian environment of the core BID areas within Saskatoon's City Centre has been greatly improved.

Additional amenities

Street improvements and wider sidewalks have ample area for street trees and a range of amenities, including special paving, street furniture, planters, tree grates and guards, bike racks, poster drums, banners, planters, pedestrian lighting and public art sites within the streetscape. More amenities usually result in greater pedestrian traffic in the area, and importantly, more people stopping and staying to enjoy the public space. In Saskatoon, the streetscapes are designed to create a unique identity of each neighbourhood which is then supported by the BIDs through festivals, special events, marketing and funding for further capital improvements.

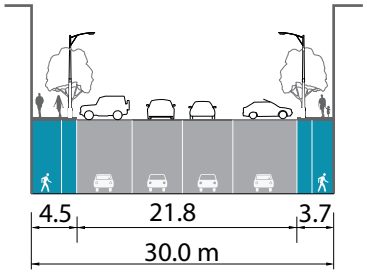
Some narrow sidewalks and impediments

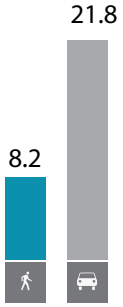
Across the City Centre, there are generally good sidewalk widths even for streets that have not yet been improved. Some notable exceptions do require attention including 24th Street in the Warehouse District where some buildings encroach on the sidewalk, and Queen Street from 7th Street to Spadina Crescent where there are no sidewalks along its south side. Exceptionally narrow sidewalks are found at:

- Auditorium Avenue and Idylwyld Drive on the west side of the Midtown Plaza parking lot
- Spadina Crescent north of 25th Street
- 12th Street and the Broadway Bridge; and,
- College Drive

Streetscape Improvements

2nd Avenue

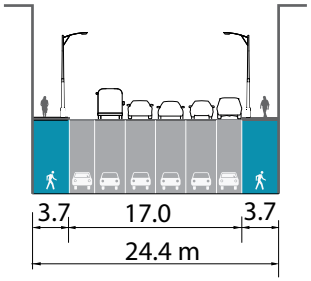


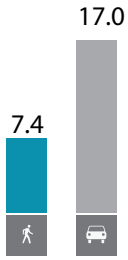


Total length: 1590 m
Street width: 30 m
Sidwalk width: 3-5 m

Status: Two lane main street with angle parking.

20th Street

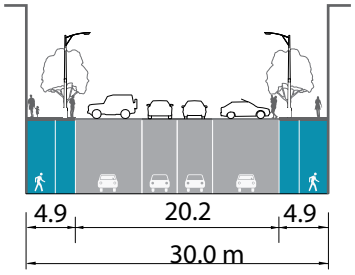


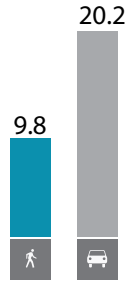


Total length: 1626 m
Street width: 24 m
Sidwalk width: 3-4 m

Status: Four lane main street with parallel parking.

21st Street

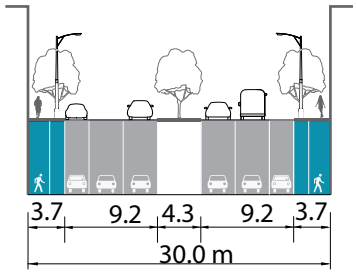


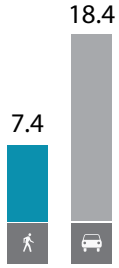


Total length: 484 m
Street width: 30 m
Sidwalk width: 4-5 m

Status: Two lane main street with perpendicular parking.

Broadway Avenue

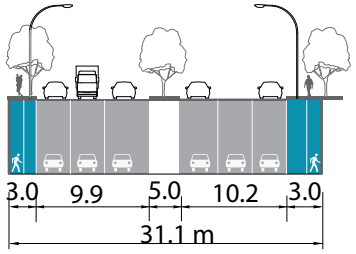


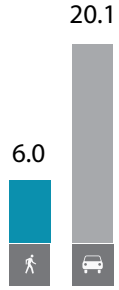


Total length: 709 m
Street width: 30 m
Sidwalk width: 3-4 m

Status: Four lane main street with centre median and parallel parking.

College Drive





Total length: 822 m
Street width: 31.1 m
Sidwalk width: 3 m

Status: Six lane arterial road with centre median.

Street Trees

The urban canopy in the City Centre

Saskatoon is fortunate to have a strong and healthy urban forest in the City Centre and is known for its magnificent American Elms. Street trees bring green to the city and improve wildlife habitat. They define the street edge, separate the sidewalk from traffic, and deciduous trees, in particular, provide shade in summer and allow sunlight in winter. Property values, economic stability, and business viability are directly improved when street trees help to attract people and encourage them to linger and shop longer. Trees can significantly contribute to the overall composition, quality and scale of streets, and provide green edges and canopies. Other benefits of the urban forest include the reduction of the urban heat island effect, management of storm-water runoff, reduction of air pollution, and lowered energy costs from canopy shading in the summer. Carbon emissions can be reduced by mature trees.

4.11 Elm trees frame the walk along 21st St.

4.12 Evergreen Trees on Broadway

4.13 1st Ave. N.

Green main streets

Saskatoon is often described as an oasis on the prairies and the City Centre demonstrates that street trees and other vegetation substantially enhance the quality of urban spaces and the pedestrian experience. The perception that the City Centre is an environment dominated by green is largely due to the significant number of street trees in the area. There are over 6,400 street trees in the City Centre.

Green Streets in winter

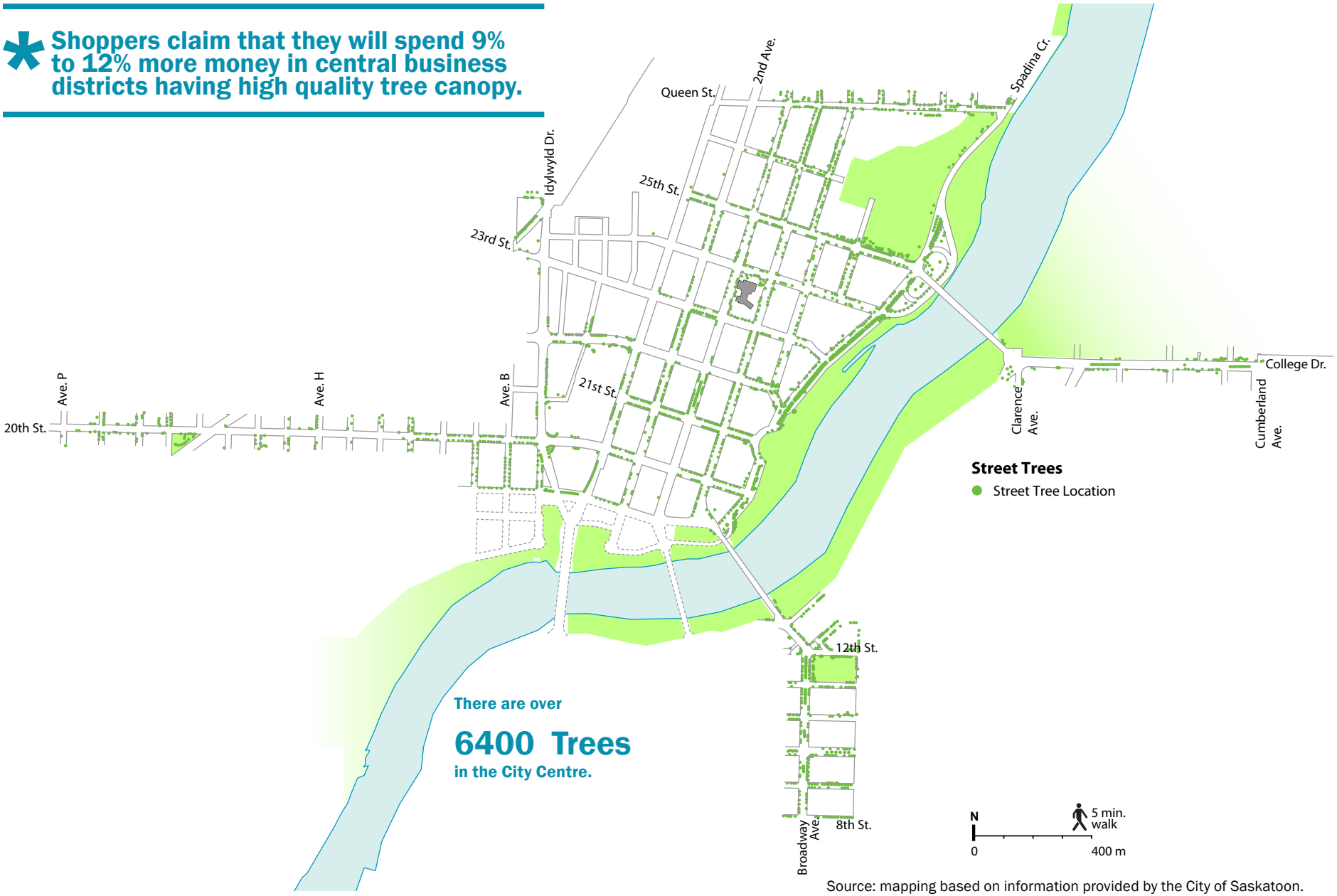
While elms constitute much of the planting in the City Centre, streetscape improvements since 1989 have introduced other species of trees into the City Centre's urban forest including Black Ash, and Linden. The pine trees on the median along Broadway bring green to the City Centre during the winter months. Currently, street trees, when planted in the study area, are installed with full drip irrigation systems using a root growth structure between the tree wells. Research into growing conditions and species continues to evolve, and the viability of the recently planted urban forest continues to be studied as the trees grow past their first two decades into mature specimens.

Some bare spots

Although most of the streets in the City Centre are lined with trees some there are some areas that have no planting. The Warehouse District, 20th Street West of Avenue E and the area between 2nd and 3rd Avenues south of 20th Street have few street trees. These areas have not yet had streetscape improvement programs and are telling examples of poor urban quality in places without a tree canopy. These environments feel more extreme as there are no trees to moderate the micro-climate, resulting in hotter and dustier summer conditions, and winter temperatures that feel colder and windier.

Street Trees

*** Shoppers claim that they will spend 9% to 12% more money in central business districts having high quality tree canopy.**



Source: mapping based on information provided by the City of Saskatoon.

Pedestrian Network Challenges

Traversing the City Centre

The City Centre has good bones for walking. The street network is well connected and has a fine grain of blocks and alternative rear laneways. Walking in the area can be a pleasant experience, however it isn't always as enjoyable walking to and from the core of the City Centre.

4.14 Wide intersection & underpass (Spadina @ Bridge)

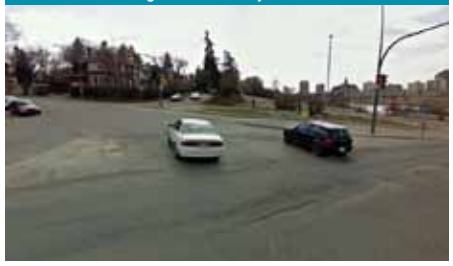
4.15 Sidewalk interruption on 3rd Ave.

4.16 Channelized Intersection at Idylwyld and 22nd

4.17 Narrowed mid-block crosswalk on 2nd Ave.

4.18 Wide divided road separates bus stop on 20 St. E.

4.19 Poor markings at University & Saskatchewan Cr.



4.20 Channelized turn lanes on 19th St. and 4th Ave.

4.21 Narrowed Crosswalk on 21st. St. E.

Wide intersections

A typical street in the City Centre has a generous 30m wide right-of-way. On improved streets, such as 2nd Avenue, this width can be very comfortable. Crossing distances on 2nd Avenue have been shortened to 10m and sidewalks are 4.5m wide, whereas on Idylwyld Drive crossing distances are 25m and sidewalks only 1.5m. Wide intersections can be found on the outskirts of the study area on College Drive, 19th Street, Spadina Crescent and the bridge entrances.

Poor crosswalks & sidewalk interruptions

Throughout most of the year, almost all crosswalks in the City Centre are poorly differentiated from the road surface. Where attempts have been made to paint traffic lanes and crossings, they have deteriorated to an almost imperceptible level. A clearly marked, high contrast, pedestrian crossing is essential to the safety and accessibility of pedestrians. Frequent driveways in the City Centre cause sidewalk interruptions in places where the sidewalk should be continuous.

Channelized turn lanes

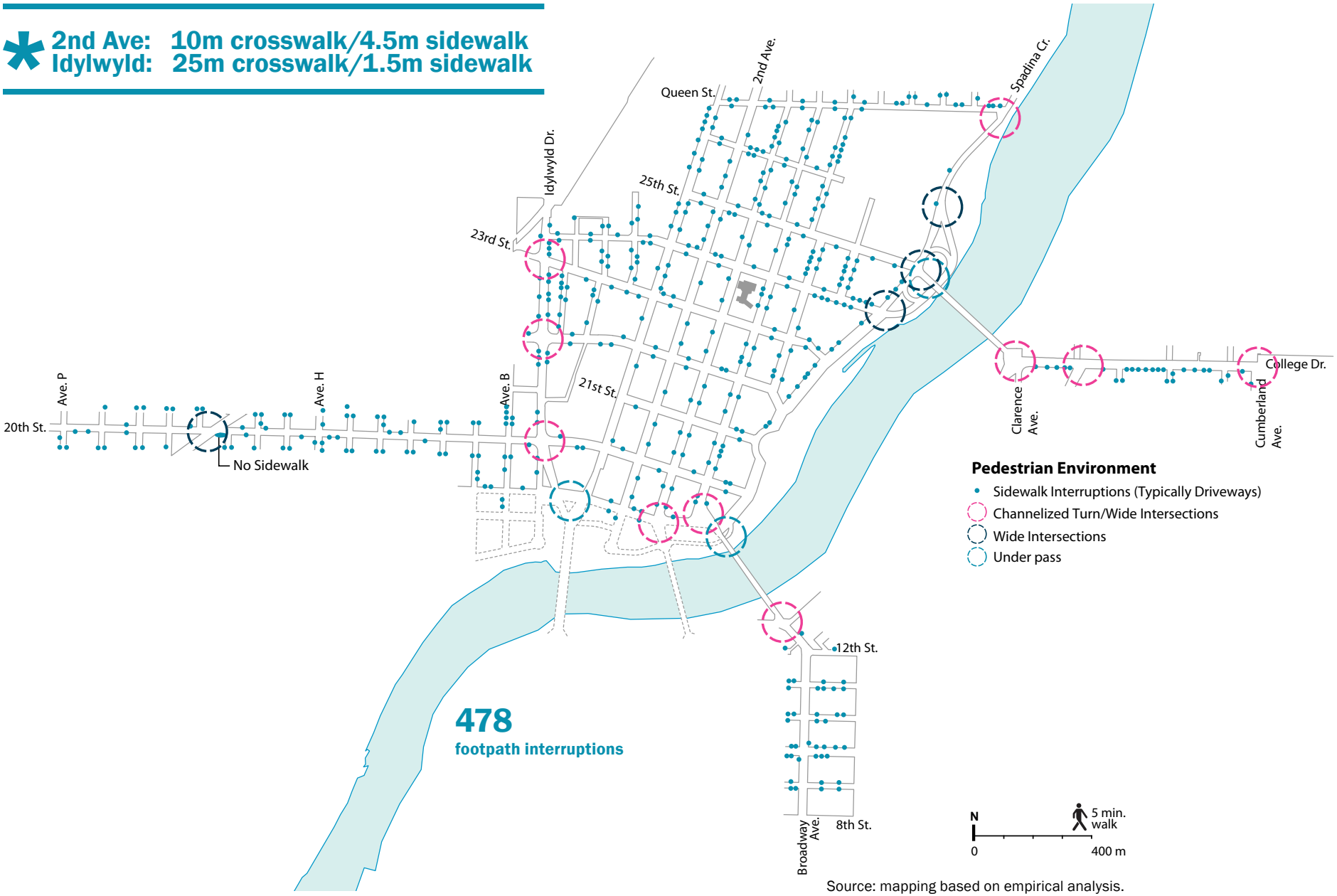
Channelized turn lanes with pedestrian islands are designed to maximize traffic flow. Although well intended, these turning lanes with a large turning radius encourage and allow higher speed turns. For pedestrians, waiting on a small triangle of concrete in the middle of fast traffic and greater crossing distances are intimidating. Cyclists must negotiate a lane change in fast traffic if they are not turning at the intersection. Pedestrian—quality considerations should extend to the elimination of all channelized turn lanes in the study area.

Narrow crossings

The pedestrian improvements that have been made in the City Centre are a local working model of success. 2nd Avenue, 21 Street East, and Broadway Avenue are the most successful public streets in Saskatoon. These places work because pedestrian space has been increased and areas for social interaction have been added. Vehicle speed has been reduced in these areas as drivers slow down in response to the narrow crossings, diverse streetscape and increased number of pedestrians.

Pedestrian Network Challenges

*** 2nd Ave: 10m crosswalk/4.5m sidewalk**
Idylwyld: 25m crosswalk/1.5m sidewalk



Source: mapping based on empirical analysis.

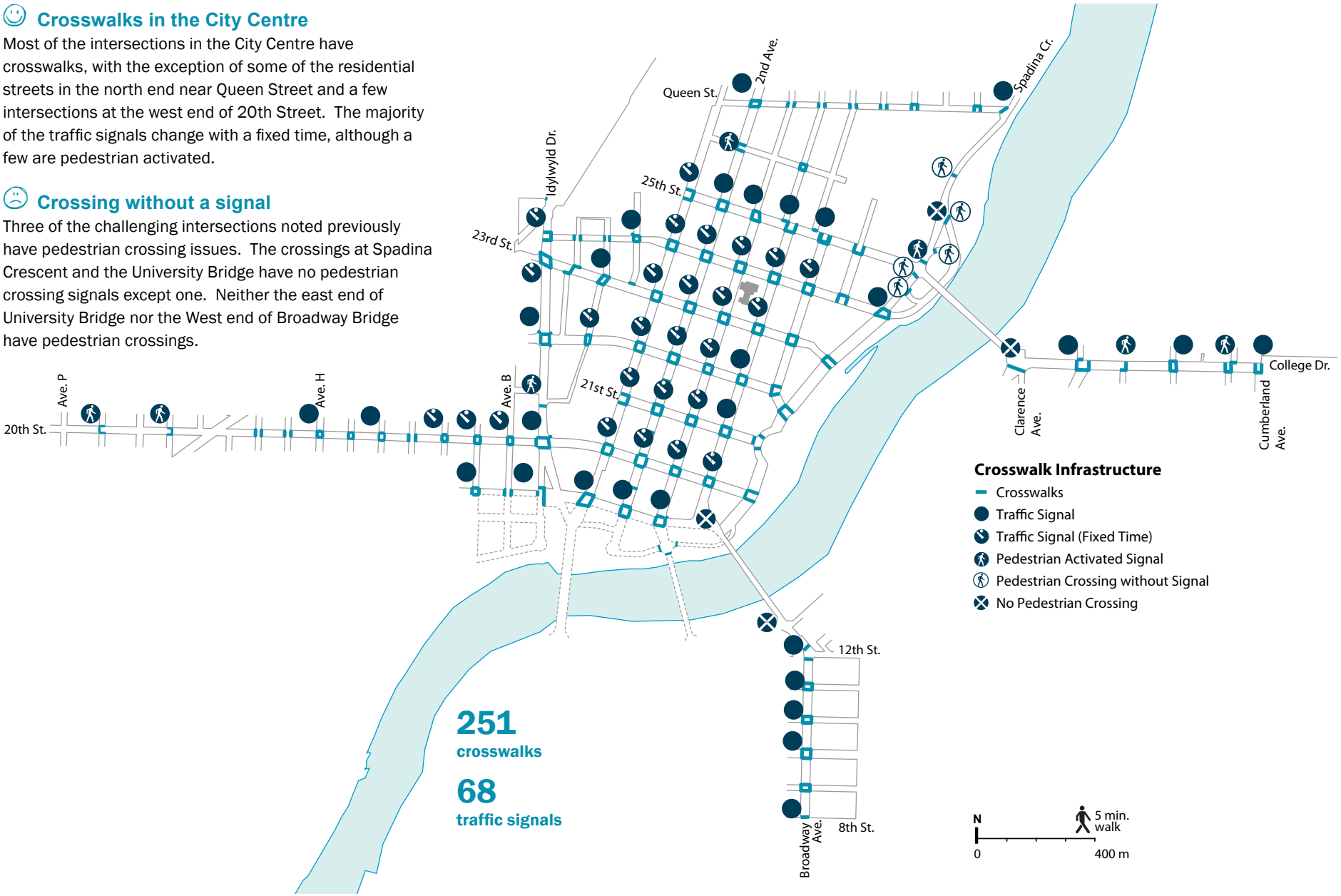
Crossing the Street

Crosswalks in the City Centre

Most of the intersections in the City Centre have crosswalks, with the exception of some of the residential streets in the north end near Queen Street and a few intersections at the west end of 20th Street. The majority of the traffic signals change with a fixed time, although a few are pedestrian activated.

Crossing without a signal

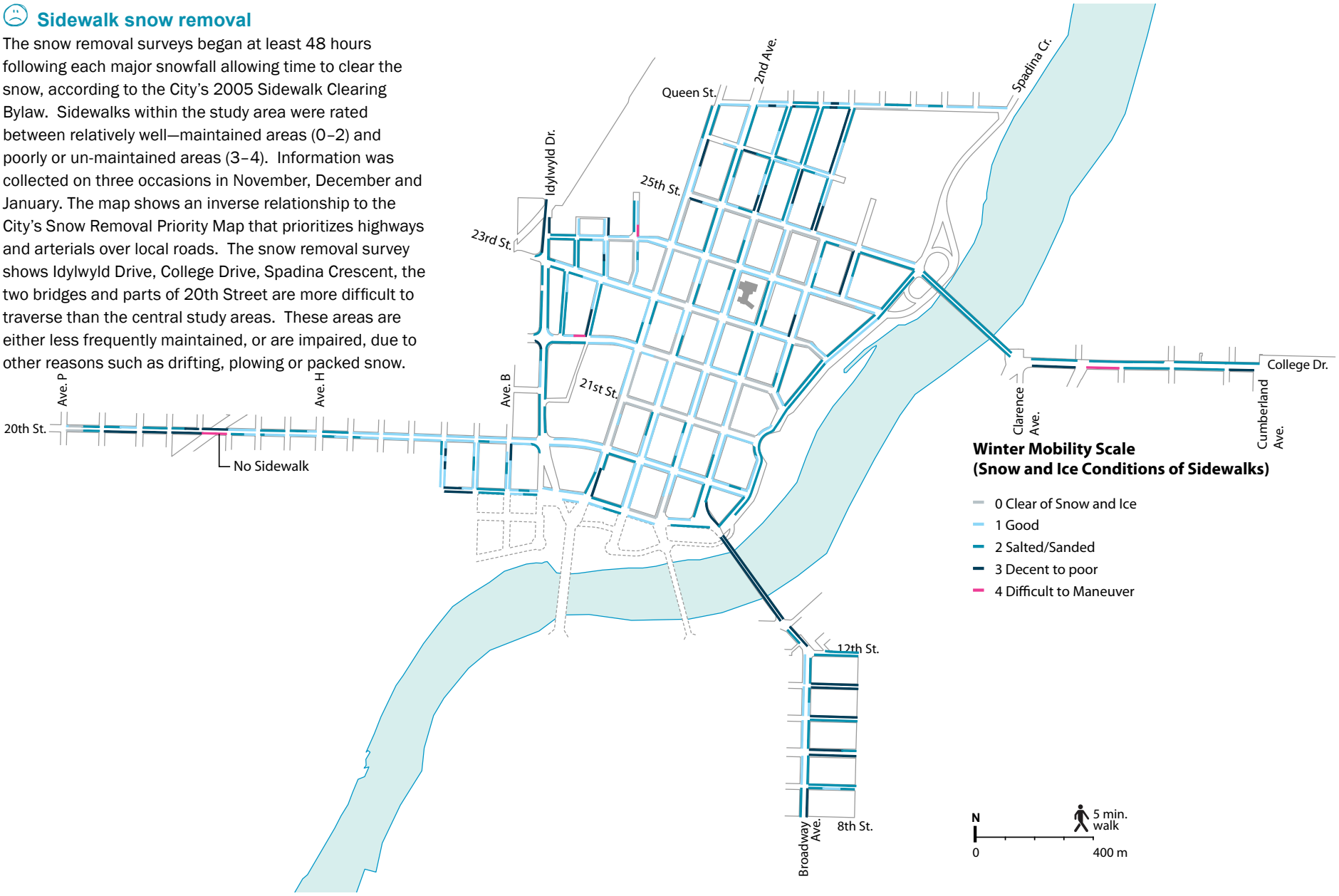
Three of the challenging intersections noted previously have pedestrian crossing issues. The crossings at Spadina Crescent and the University Bridge have no pedestrian crossing signals except one. Neither the east end of University Bridge nor the West end of Broadway Bridge have pedestrian crossings.



Winter Sidewalks

Sidewalk snow removal

The snow removal surveys began at least 48 hours following each major snowfall allowing time to clear the snow, according to the City's 2005 Sidewalk Clearing Bylaw. Sidewalks within the study area were rated between relatively well—maintained areas (0–2) and poorly or un-maintained areas (3–4). Information was collected on three occasions in November, December and January. The map shows an inverse relationship to the City's Snow Removal Priority Map that prioritizes highways and arterials over local roads. The snow removal survey shows Idylwyld Drive, College Drive, Spadina Crescent, the two bridges and parts of 20th Street are more difficult to traverse than the central study areas. These areas are either less frequently maintained, or are impaired, due to other reasons such as drifting, plowing or packed snow.



Laneways

The hidden City Centre

Laneways are often overlooked spaces in the city. Behind the street-front, the messy and sometimes socially undesirable activities of the city take place. Created to access the rear of buildings, laneways are typically treated and forgotten as the "back-of-house". The surrounding built form is often as human-scaled as the street-front, but can be a dark, ragged, out-of-sight accretion of redundant or disused services and disposed items. Laneways work as service lanes for shops and eateries and they penetrate the blocks, playing an important role in the permeability of the pedestrian network. At the same time, City Centre laneways are located in prime commercial areas close to busy shopping districts. Regardless of their condition, laneways share one common asset: they offer human-scaled experiences that, if renovated and revitalized, have the potential to be full of charm and character.

4.22 Art Placement Framing Shop near 21st and 3rd Ave.

4.23 A rundown laneway near 2nd Ave.

4.24 Pedestrians in a laneway behind Broadway

The potential of laneways

With six businesses located in three areas of the City Centre, Saskatoon has begun to discover the potential of its laneways. Barney Kutz Pocket Park is the result of a renovated and revitalized portion of a redundant public laneway on 21st Street. "H" shaped laneways in the CBD are ideal because they offer multiple points of access. On streets that have very limited available commercial space, like Broadway, laneway renovation is a viable option for further commercial growth. As commercial frontage demands increase in the CBD and 20th Street-Riversdale, further laneway development could follow.

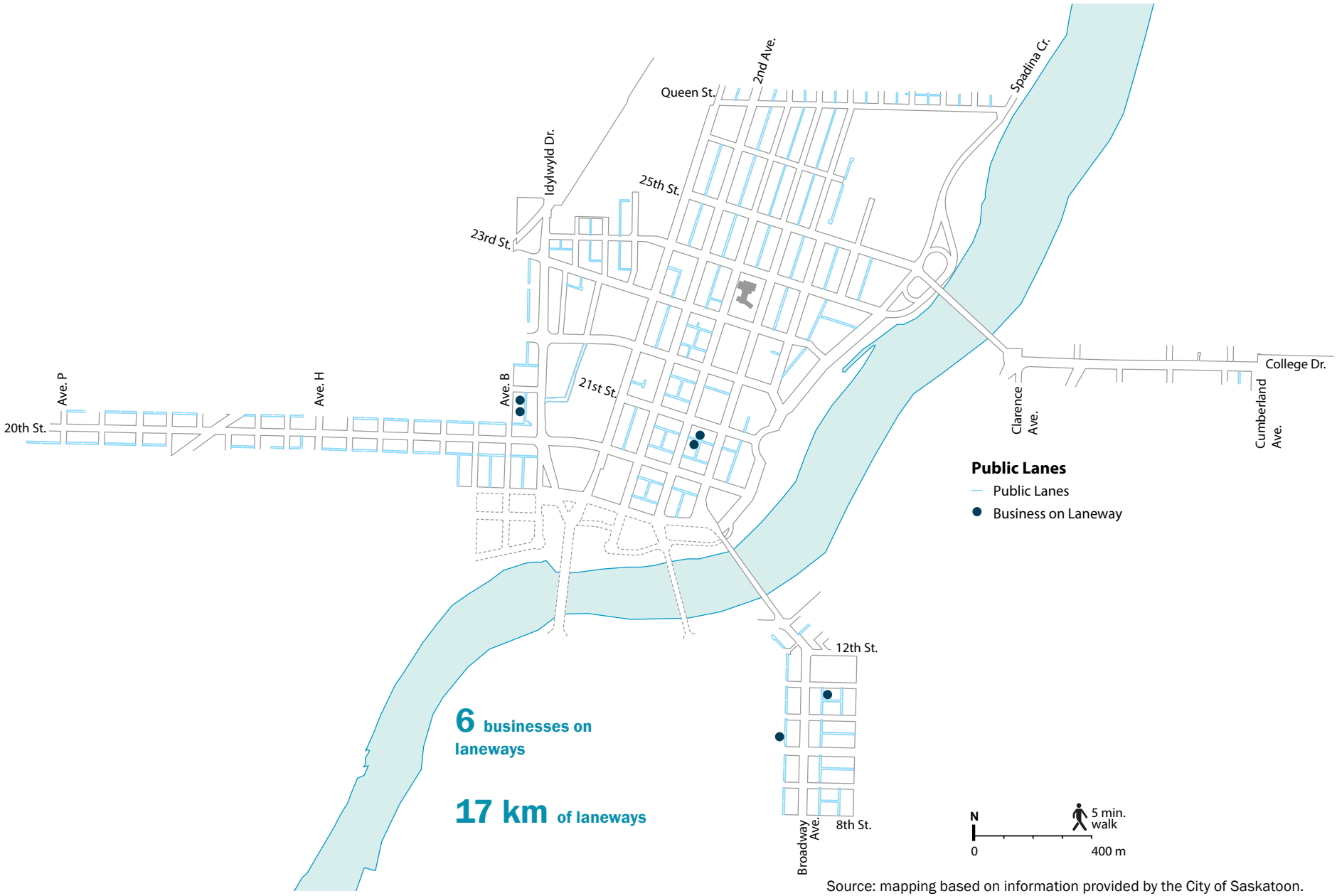
Some unattractive laneways

Some of the laneways in the City Centre are run down and used as storage spaces for garbage, deliveries, or parking. Intercept surveys show that laneways are often perceived as unsafe at night because of inadequate lighting, surveillance, illegitimate activity, or no activity at all. Well—maintained laneways that are used frequently are less likely to be perceived as unsafe.

Laneways as shortcuts

Despite their sometimes unkempt appearance, laneways in the City Centre are often used shortcuts. These laneways offer the choice of mid-block crossings every 30–110 meters rather than forcing pedestrians to walk as much as the whole 150 meters of a typical block. With over 17 km of laneways in the City Centre, this fine network of routes creates shortcuts for pedestrians. Laneways can provide more shelter than main streets in the winter as they are more enclosed and protected from the wind.

Laneways



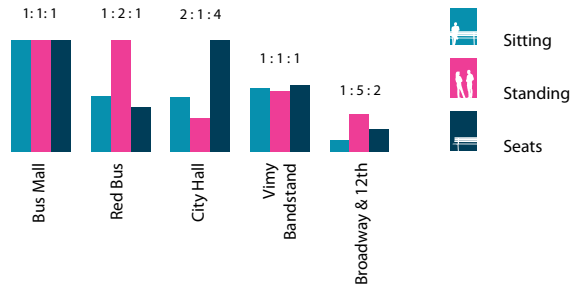
Source: mapping based on information provided by the City of Saskatoon.

Public Seating and Cafés

Seating in the City Centre

Public seating is essential for a lively city, because without a sufficient number of seats, it becomes a place to pass through, rather than stay. Sidewalks without benches are pedestrians thoroughfares, where people move from one point to another without stopping to enjoy the public places. Comfortable seating in the right locations provide people with a place to linger, resulting in social and economic benefits as people spend more money where they enjoy spending time. People sitting and enjoying a public place often attract others to the area, discouraging illegitimate activity by their passive surveillance.

4.25 Sitting:Standing:Seat Ratio (SSS ratio)



Sitting:Standing:Seats in the City Centre

The above graph shows the top five gathering places in the City Centre. A ratio was calculated for each of the five places to determine the relationship between the number of people standing to sitting to seats. The Red Bus has the highest ratio of people standing to sitting and has few seats. Double the number of people are standing and there are half as many seats as people sitting demonstrating a need for more seats. The SSS ratio shows us that City Hall and Vimy Bandstand both have more people sitting than standing. City Hall has enough seats whereas Vimy Bandstand does not.

4.26 Public Bench on 21st St.

Many public benches (in some areas)

There are over 450 public benches in the City Centre, serving some areas very well. Spadina Crescent and the riverfront, 2nd Avenue and 21st Street East have a good concentration of benches. River Landing, the southern edge of Kinsmen Park, the City Hall Area and Broadway Avenue are well appointed with public seating as well. College Drive and 20th Street-Riversdale have very few public benches, forcing people who need rest to either do without or look for informal seating.

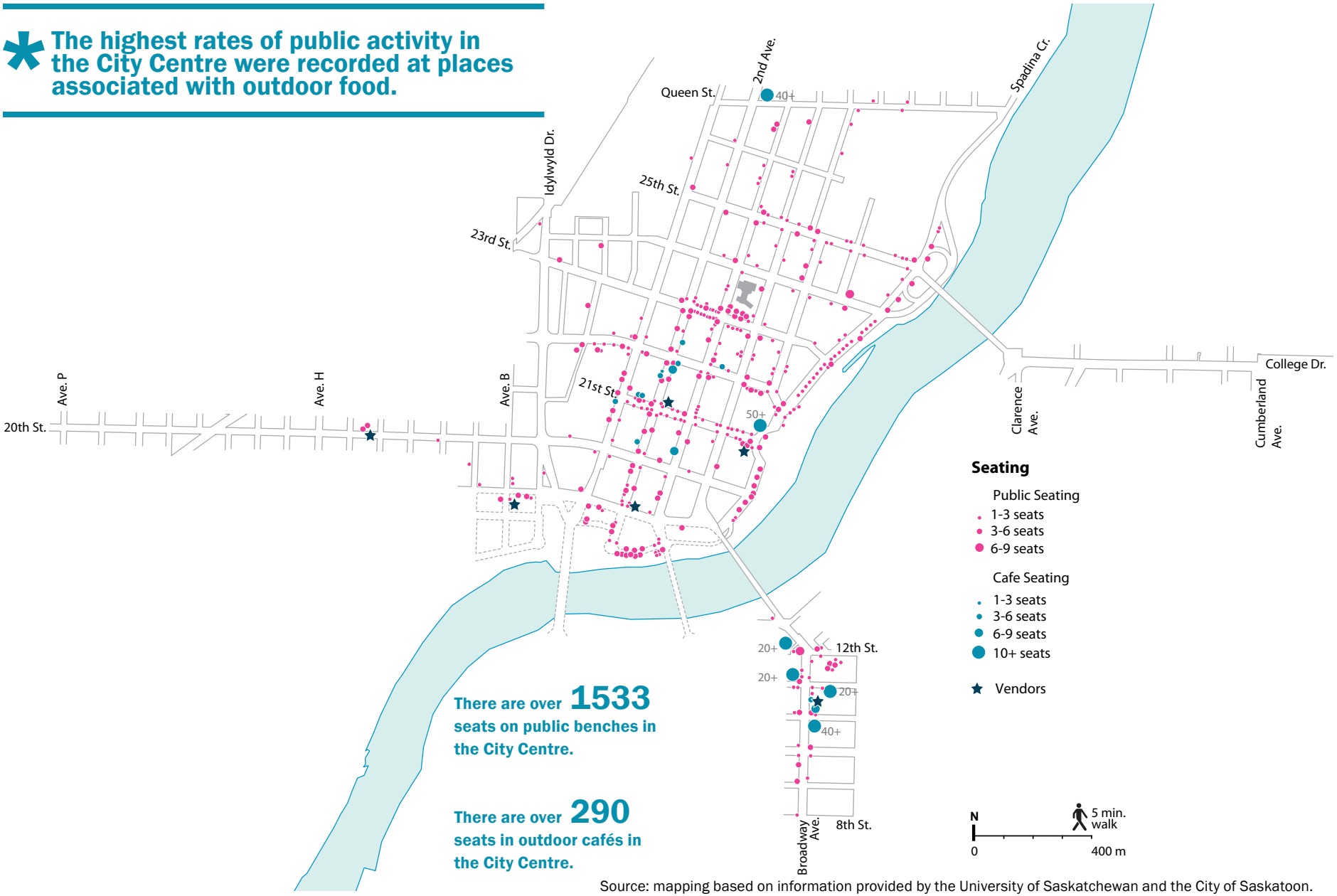
4.27 Café Seating on Broadway

Very few cafés

Outdoor cafés have become the symbol of urban living, combining the attractions of people watching, fresh air, socializing and eating. Saskatoon has very few outdoor cafés in the City Centre relative to other Canadian cities. Although there are over 290 café seats in the City Centre there is no concentrated café street or district. A small grouping of cafés and bars can be found along Broadway and on Second Avenue, but there are no streets with a right of way design that would allow for a row of cafés on the sidewalk. In Regina, Montreal and Kelowna, patios are created by retrofitting the sidewalk and roadway to allow for additional Café seating in the warm season.

Public Seating and Cafés

*** The highest rates of public activity in the City Centre were recorded at places associated with outdoor food.**



Source: mapping based on information provided by the University of Saskatchewan and the City of Saskatoon.

Ground Floor Frontages

Importance of ground floor frontages

Most of the public space in the City Centre is made up of streets and sidewalks that are defined and framed by the ground floor face of its buildings. When we walk down a sidewalk we also interact with the building and its interior activities. This is facilitated through the permeability, transparency, materials, signage, style, and details of the building's architecture. The best urban buildings have ground floor frontages which are active; they encourage life to happen on the street in front, through their openings and behind their façades. A ground floor that is rich in detail is interesting to look at, touch and stand beside. It creates a space of accommodation for the person standing or walking adjacent to the building contributing positively to the sense of comfort, safety and curiosity.

4.28 Broadway Ave.

4.29 Broadway Ave.

4.30 Long Blank Façade along 1st Ave. N

Attractive frontages in the City Centre

Active frontages are predominantly found in the core of the retail and entertainment district along 2nd Avenue South and 21st Street East, as well as parts of Broadway Avenue and 20th Street West. These streets are busy with shops, restaurants and bars, as well as attractive streetscapes. In total there are over 5.3km of attractive street frontages in the City Centre.

Evaluation:

Narrow units
Many entrances
(10–20 units per 100 m)
A diversity of functions
Few closed or passive units
Interesting façades
Quality materials & details

Neutral frontages in the City Centre

The City Centre has a notable amount of neutral ground floor frontages. Many of the these buildings are found in the commercial district, some are office uses. Most of the neutral frontages are medium-sized buildings, with fewer units and entrances, with some fenestration and architectural detail.

Evaluation:

Mixture of small/large units
(6–10 units per 100 m)
Some diversity of functions
Some closed, passive units
Average façades
Decent materials & details

Dull frontages in the City Centre

The City Centre has many inactive and dull ground floor frontages. Most of the these are found along the western edge of the downtown where larger buildings have been developed along the former railway lands. The long blank walls of the Midtown Plaza present a significant challenge as vital and active urban edge. The recently built Galaxy Cinemas, although smaller in size, similarly lacks active frontage along 20th Street and most of 2nd Avenue.

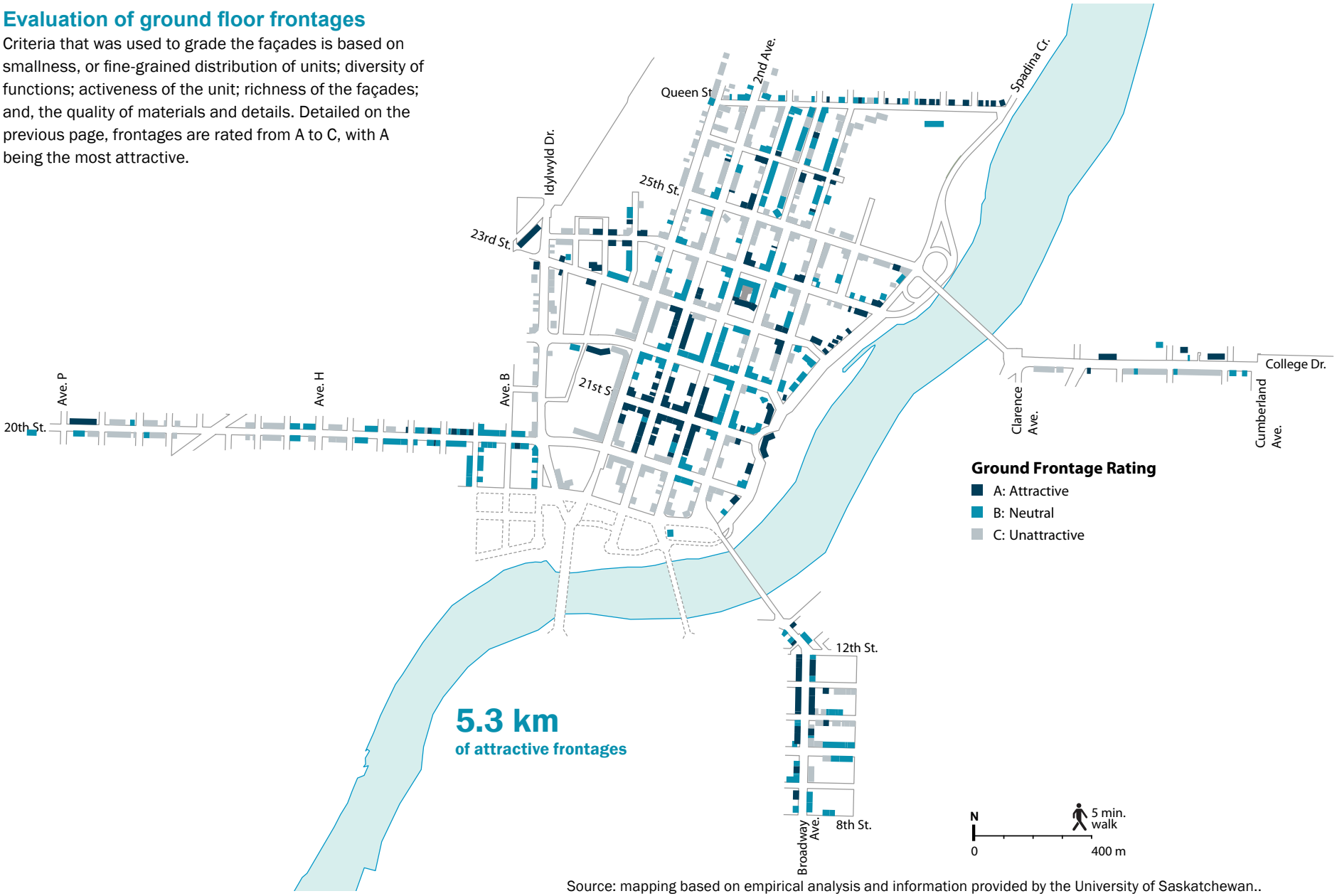
Evaluation:

Larger units, few entrances
(1–5 units per 100 m)
Little diversity of functions
Many closed, passive units
Mostly unattractive façades
Few or no details

Ground Floor Frontages

Evaluation of ground floor frontages

Criteria that was used to grade the façades is based on smallness, or fine-grained distribution of units; diversity of functions; activeness of the unit; richness of the façades; and, the quality of materials and details. Detailed on the previous page, frontages are rated from A to C, with A being the most attractive.

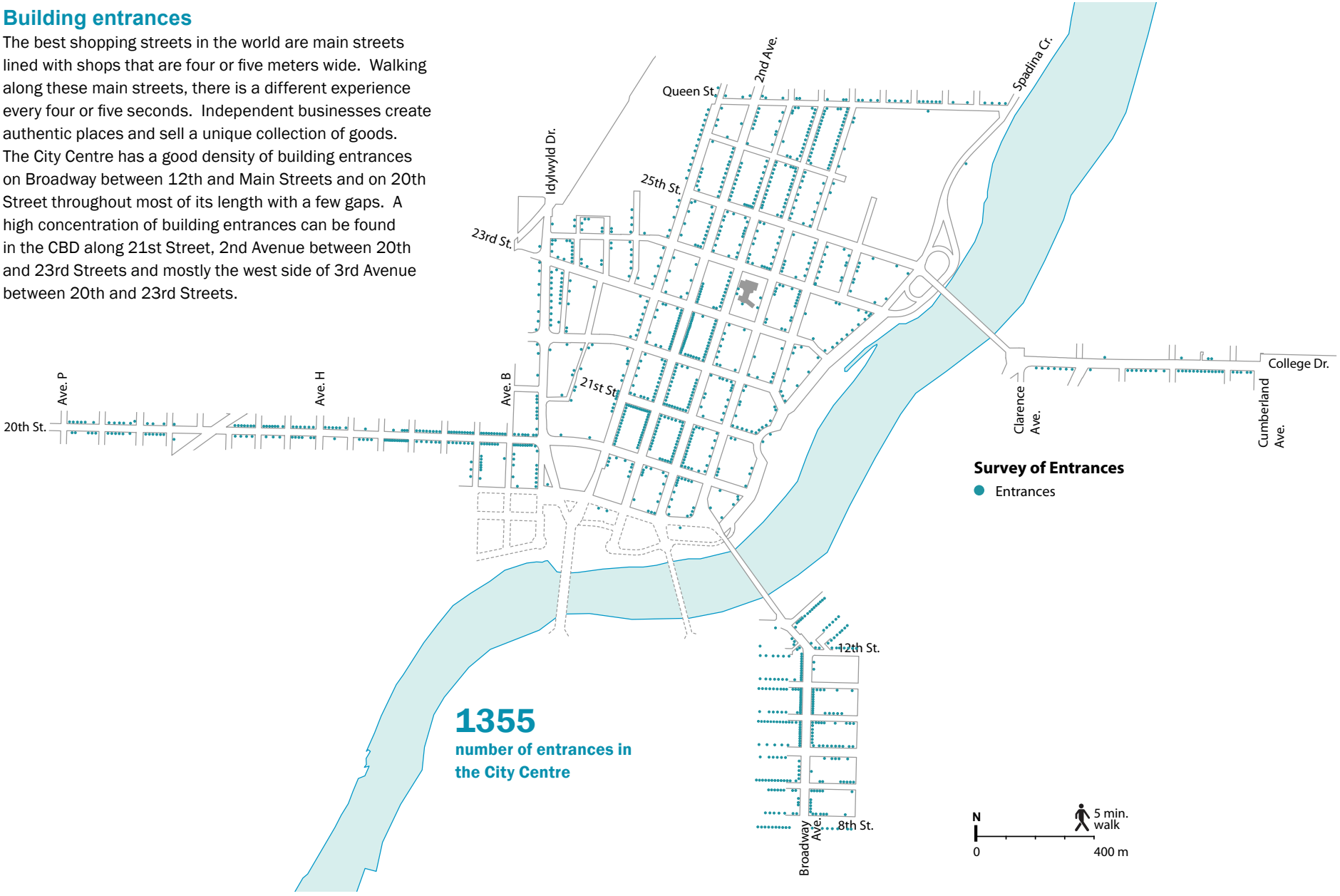


Source: mapping based on empirical analysis and information provided by the University of Saskatchewan..

Building Entrances

Building entrances

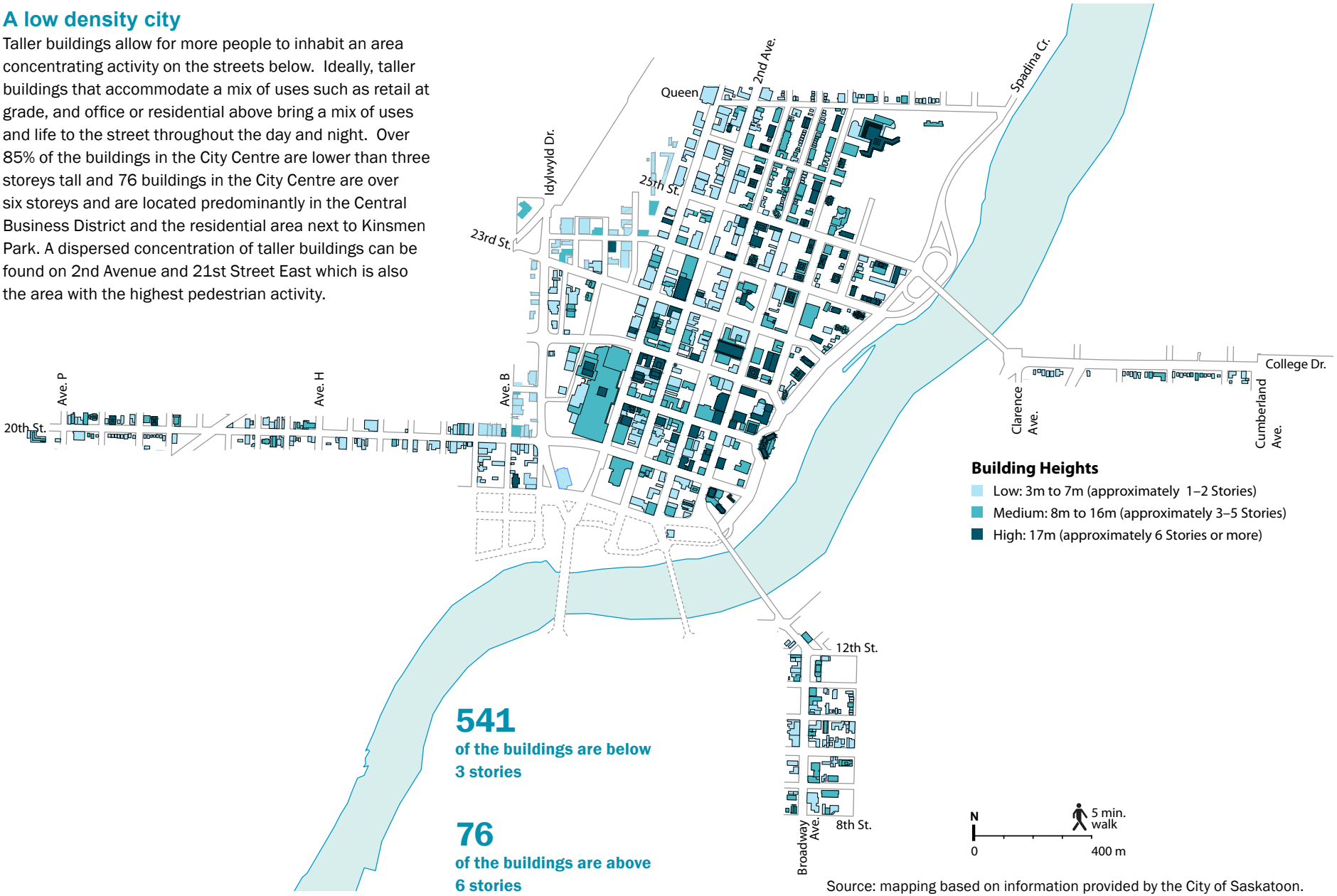
The best shopping streets in the world are main streets lined with shops that are four or five meters wide. Walking along these main streets, there is a different experience every four or five seconds. Independent businesses create authentic places and sell a unique collection of goods. The City Centre has a good density of building entrances on Broadway between 12th and Main Streets and on 20th Street throughout most of its length with a few gaps. A high concentration of building entrances can be found in the CBD along 21st Street, 2nd Avenue between 20th and 23rd Streets and mostly the west side of 3rd Avenue between 20th and 23rd Streets.



Building Heights

A low density city

Taller buildings allow for more people to inhabit an area concentrating activity on the streets below. Ideally, taller buildings that accommodate a mix of uses such as retail at grade, and office or residential above bring a mix of uses and life to the street throughout the day and night. Over 85% of the buildings in the City Centre are lower than three storeys tall and 76 buildings in the City Centre are over six storeys and are located predominantly in the Central Business District and the residential area next to Kinsmen Park. A dispersed concentration of taller buildings can be found on 2nd Avenue and 21st Street East which is also the area with the highest pedestrian activity.

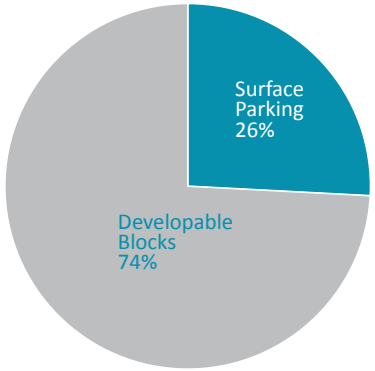


Source: mapping based on information provided by the City of Saskatoon.

Surface Parking

Healthy downtowns work because they have a concentration of activity. Focusing activities and services in a compact area creates a dynamic place of exchange and increases the day-to-day efficiency of downtown workers and residents. People go downtown to experience the stores, architecture, events and attractions. Surface parking lots discourage walking and detract from the economic health of the city by not taking advantage of the value of the land. It is easy for people to drive to the City Centre, and the last two comprehensive parking studies in 1998 and 2004 both concluded that overall, there is a surplus of parking in the downtown. In 2004 there was a total surplus of 4,800 stalls despite the fact that the total number of stalls had decreased by 200 since 1988.

4.31 Surface Parking



4.32 Large, mostly empty, surface parking lots in the west City Centre

4.33 Structured Parking Lot at Grade

Excessive areas of surface parking

Over 26% of the developable land in the study area is dedicated to surface parking. Surface parking represents the most significant under-utilization of a site evidenced by comparing the surface parking map with the assessment ratio map. Surface parking lots push buildings far back from the street and away from each other. Walking distances increase through dull landscapes. This then encourages driving, which further increases the demand for more car lanes and more parking. The CBD's value for shopping and office workers is the diversity of its compact streets and proximity to commercial and social life. Surface parking does not contribute to that value.

Parking lots present a barrier

The CBD and central 20th Street-Riversdale is surrounded by large areas of surface parking. These parking lots form an empty zone around the City Centre and create less than favourable conditions for walking through Riversdale, to Broadway/Nutana and the university neighbourhoods. The parking lots along the western edge of the City Centre are a major barrier between the CBD and Riversdale. Two conditions exacerbate the divide: long blank façades, and large surface parking lots. Large surface parking lots are devoid of interest and offer only a grey, windswept landscape to the city. Long blank façades present both a physical and visual barrier and offer nothing to the pedestrian.

Structured parking and buildings

Above-ground structured lots supply parking to many of the larger buildings in the CBD. Visually, these large structures do not contribute to the public realm because they do not provide active frontage at street level. At best these structures are clad with decorative screening, at worst they offer a stack of cars as a view. Beyond the visual impact, when structured parking is allowed to occupy the ground frontage of the street edge it eliminates the potential for active frontage along its length and the vitality and interest that accompanies this. Ideally, parking should be underground (if structured above ground, it should be wrapped with active uses).

Surface Parking

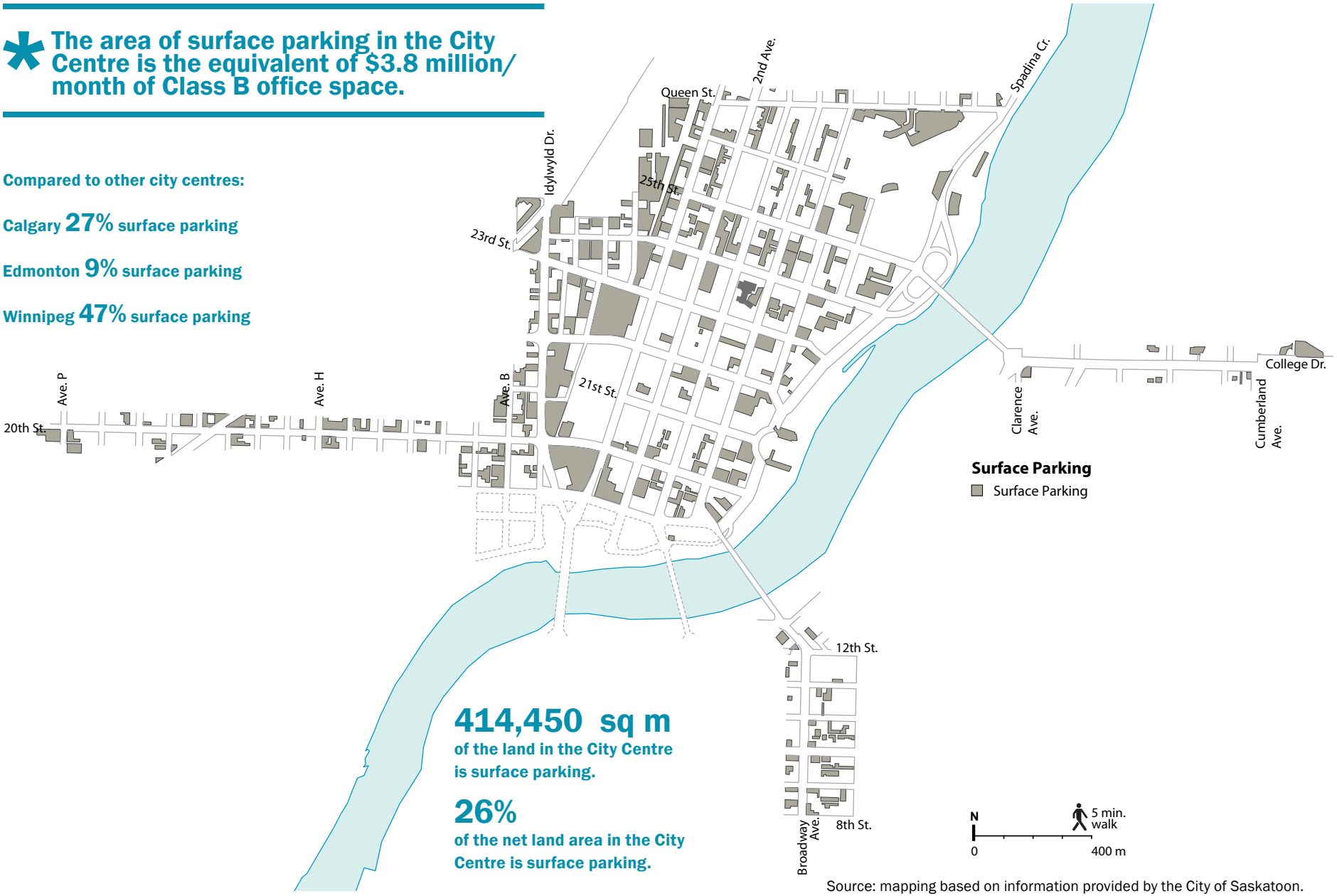
*** The area of surface parking in the City Centre is the equivalent of $3.8 million/ month of Class B office space.**

Compared to other city centres:

Calgary 27% surface parking

Edmonton 9% surface parking

Winnipeg 47% surface parking



414,450 sq m
of the land in the City Centre is surface parking.

26%
of the net land area in the City Centre is surface parking.

Source: mapping based on information provided by the City of Saskatoon.

Views and Vistas

A legible City Centre

Legible places improve our understanding, experience and enjoyment of the city. Saskatoon is an easy city to navigate due to its grid of streets and its relationship to the river. Within the City Centre, almost all of the roads lead to the river. Panoramic vistas open up at the river's edge and along the bridges, bringing the cityscape into view. These scenic views help orient pedestrians, and allow visual connections to landmarks and bridges that can add to their mental map of the city. The challenging areas within the City Centre include the Warehouse District and the triangle west of Midtown Plaza. These areas are not oriented to the street grid, and have few landmarks or vistas to aid in navigation.

4.34 Elm trees frame the walk along Spadina Crescent

Views to Nature

Within the eastern City Centre, almost all of the streets point in one direction toward nature. Kinsmen Park and the riverfront can be found at the end of these views because of the relatively flat terrain within the City Centre. These views combined with a good urban canopy of street trees help make Saskatoon a green city.

4.35 The Bessborough is an important landmark in Saskatoon

Views to landmarks

Saskatoon has a number of landmarks including the church steeples along Spadina Crescent, the riverbank itself, and Prairie Wind at River Landing. The most prominent landmark is the Bessborough Hotel due to its height, location and architecture. The Bessborough can be seen from many places in the downtown, but is most prominent as a terminus of 21st Street and as a distant terminus of 20th Street that lines up directly with the tower.

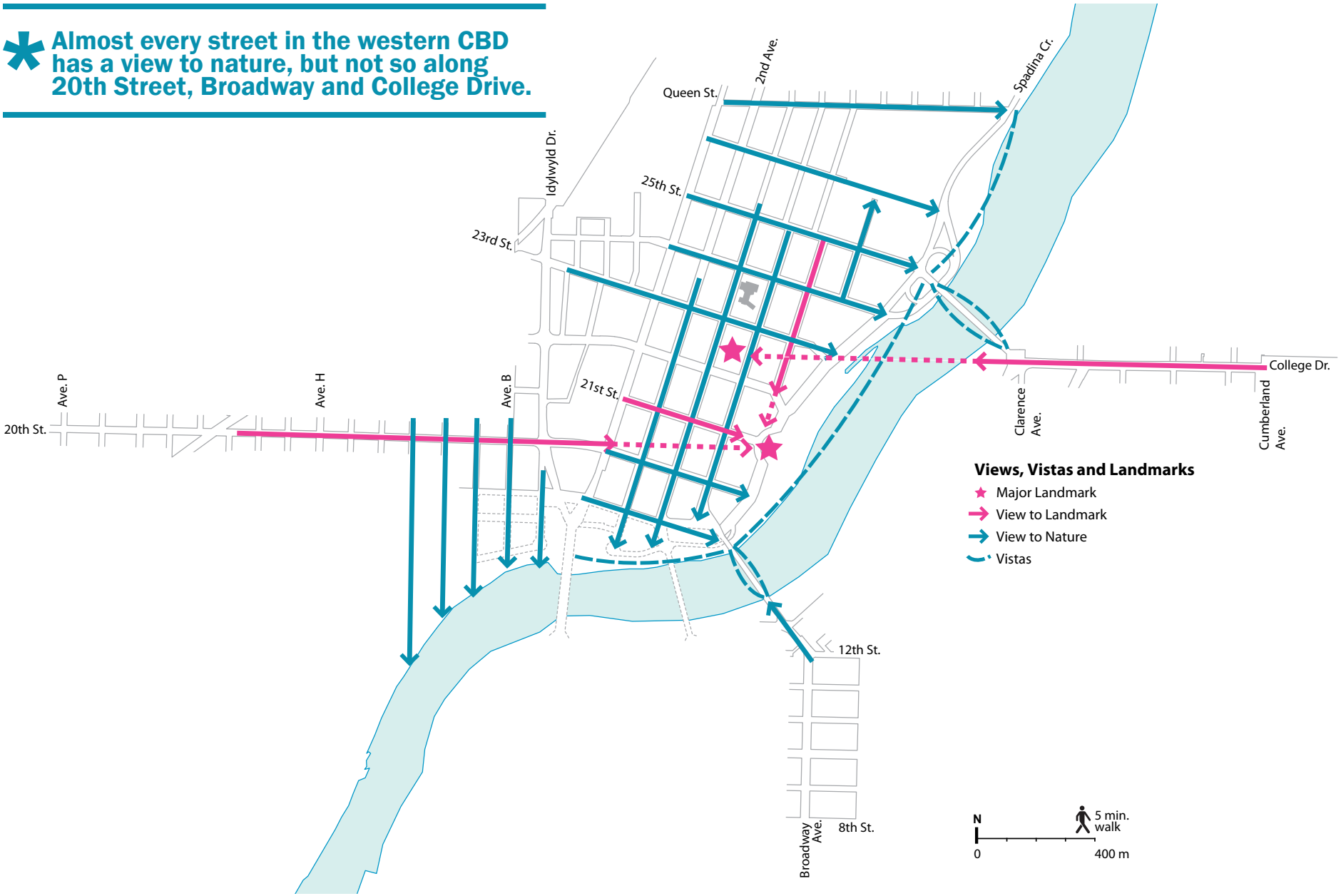
4.36 Saskatoon skyline and the South Saskatchewan River

Vistas

The City Centre offers a circuit of vistas along its bridges and riverside pathways that present the city as a vista: the city sitting above the valley. These views shape the identity of the Saskatoon and provide a connection with the natural environment and topography within which the city sits. These vistas also aid in the legibility of the city as they give a vantage point that helps the viewer organize the city in their mind.

Views and Vistas

Almost every street in the western CBD has a view to nature, but not so along 20th Street, Broadway and College Drive.



Visual Quality

4.37 Custom Tree Grates by the City's Urban Design Team

Streetscape details

Elegant, durable, and well-detailed streetscape elements integrate art into the streetscape.

4.38 Broadway Ave.

Human-scaled signage

Authentic, well—proportioned signage that is human scaled and expresses the character of the local businesses.

4.39 Land Titles Building on 21st St.

Architectural detail

A well—preserved heritage building that maintains its relationship to the street and has fine architectural detailing.

4.40 Idylwyld Drive and 22nd St.

Eroding sidewalks

Poorly maintained sidewalks are a safety hazard and give the impression that an area is not cared for.

4.41 Over-scaled signage at 20th St. and 1st Ave.

Over-scaled signage

Over-scaled signage more appropriate for a highway than a City Centre.

4.42 Blank wall on 1st Ave.

Blank architecture

A blank wall that offers nothing to the public realm.

Visual Quality

4.43 1st Ave.

Minimized parking impact

An underground parking lot with minimal driveway entrance allows for retail at grade in a mixed-use commercial building.

4.44 21st St.

Interesting streets

Streets that are defined by a variety of storefronts and building façades, create an enjoyable urban experience.

4.45 Spadina Crescent.

Well-sited landmarks

Public art is prominently located along streets and in parks and open spaces.

4.46 25th St. near Spadina Crescent

Unrelenting structured parking

Above—ground parking structure that does not contribute to the street has no active uses at grade.

4.47 2nd Ave. Alley

Overlooked alleys

There are many alleys requiring maintenance and clean up.

4.48 20th St. and Idylwyld Drive

Poorly-sited landmark

A corner feature that acts as a sign for vehicles but is not a welcoming gateway for pedestrians to the mall.

Public Transportation

Transit in the City Centre

Only 3.7% of people in Saskatoon use public transit to get around, while residents of the City Centre use public transit almost twice as often, at 8.8%. A successful public transit system reduces traffic congestion and need for public parking, making cities more livable. Transit allows people with limited mobility choices, such as the elderly, students, the disabled and low-income earners to get around the city. In Saskatoon, recent improvements to the public transportation system have both eased vehicular access to the City Centre, as well as ensured alternative ways of getting around within the study area. In total, almost three million people take transit to the City Centre every year.

4.49 Waiting for the Bus on 25th St.

4.50 Downtown Bus Mall

4.51 Bus Shelter on Broadway Ave.

Good service via the DART system

The City Centre is well supplied with 30 bus routes converging at the Bus Mall. Over 1.6 million people alight at the Bus Mall annually, making it a gateway to the City Centre. Over 90,000 people arrive along 25th Street making it the second most popular destination. 25th Street is followed by Broadway, Queen Street and 20th Street as major transit destinations. There are many bus routes within the CBD. North-South routes include 1st Avenue, 3rd Avenue, and Spadina Crescent while East-West routes include 25th, 24th, 23rd, 22nd, 20th, and 19th Streets.

Bus mall challenges

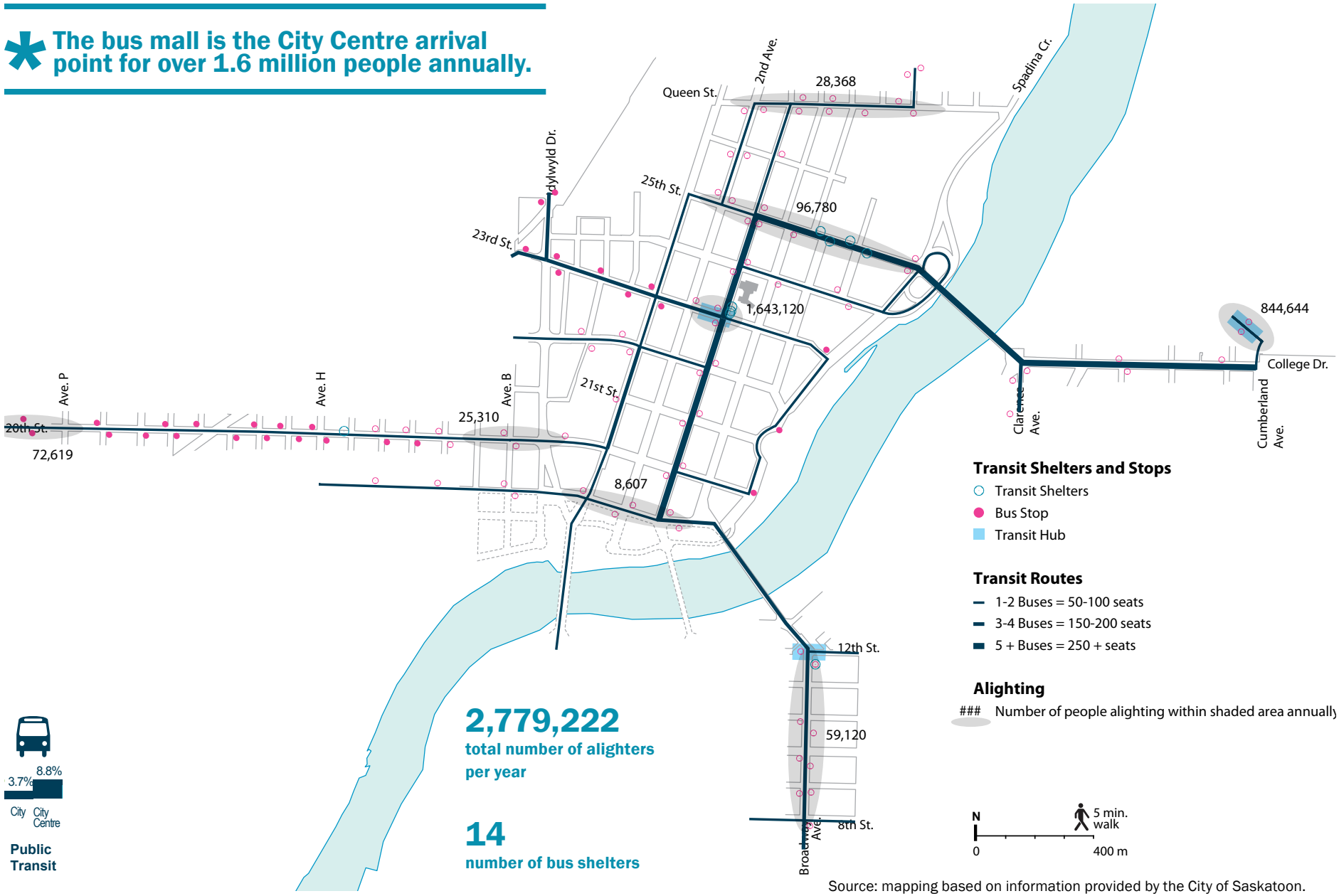
The downtown bus mall has a reputation for being run-down and attracting illegitimate behavior. Policing and classical music have helped, but when the area was studied anti-social behavior persisted, such as spitting, vomiting, yelling obscenities and selling drugs. Jaywalking averages at eight crossings per minute, or approximately 96 crossings per hour. The mall is adequately furnished with ample benches, trees and utilitarian bus shelters, but it is lined with mostly inactive façades and a large surface parking lot to the south. When busses arrive the place is congested and chaotic but the rest of the time it feels lonely and empty. In the evenings, the area looks and feels unsafe, and at times it is unsafe.

Few bus shelters

Although Saskatoon is a winter city there are only 14 bus shelters in the City Centre. The few shelters are not heated and intercept surveys indicated that it often takes long periods of time to clear the snow from bus stops. Bus shelters in Saskatoon are basic and do not provide ticket machines, bus arrival times or system maps. Many of the shelters include benches both inside and outside of the shelter allowing for a choice of sitting conditions for different weather.

Public Transportation Routes

*** The bus mall is the City Centre arrival point for over 1.6 million people annually.**



2,779,222
total number of alighters per year

14
number of bus shelters

Source: mapping based on information provided by the City of Saskatoon.

Bicycle Network — Quality of Cycle Routes

Cycling in the City Centre

Cycling is an attractive way to get around because it is a healthy, inexpensive and can take the user door-to-door. Worldwide, where conditions are safe and attractive, cycling as a mode of transportation is increasing in numbers. Although Saskatoon's metropolitan area is growing quickly, one can still cycle across most of the city in just 30 minutes. With cycling at 2.4% of its transportation modal split, Saskatoon ranked 2nd in the nation for cycling per capita compared to other Canadian cities. Within the City Centre, twice as many (5.2%) residents choose cycling to get around. Saskatoon has a culture and desire for cycling but is just beginning to develop infrastructure to make more people feel safe and comfortable while cycling on its streets. Cycling is attractive in the City Centre because of its flat topography, diverse destinations and wide streets.

4.52 Cycling across Broadway Ave.

4.53 Room for Bike Lanes on Idylwyld Drive

4.54 Faint Bike Lane Markings on Spadina Crescent

Good potential for more cyclists

Saskatoon already has a good number of cyclists. Surveys conducted as part of this study found a number of incidents of cycling on sidewalks which is a good indicator that cyclists are not comfortable with the existing roadway. Saskatoon is fortunate to have wide streets that allow room for cyclists to share the road with vehicles. The average speeds and traffic volume of many of the streets within the City Centre makes cycling in shared lanes, or with "sharrows", comfortable for intermediate cyclists. Off-road, the riverfront has long continuous multi-use paths that support cycling. Regardless of these assets, the City will have to focus on improving the cycling network in order to encourage more cyclists.

Sharing the road

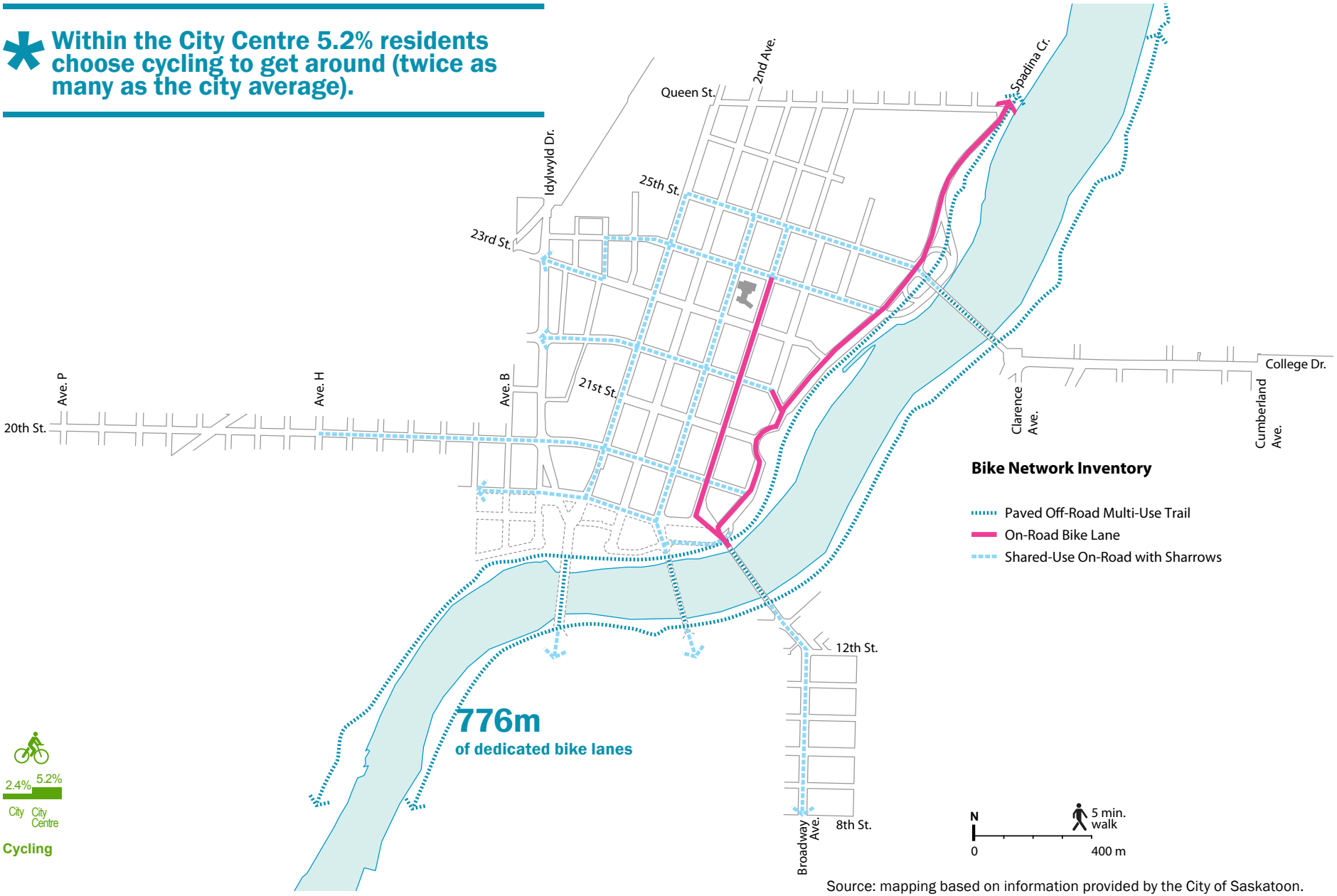
The City Bike Plan relies on shared routes and "sharrows" to create a connected network. Sharrows are an interim strategy in developing a cycle network. For sharrows to be effective, both drivers and cyclists need to understand how to share the road and this culture change requires education for both parties. There is less than 1km of on-street dedicated bike lanes in the City Centre cycling network. On streets with very high volumes, such as Idylwyld Drive, College Drive and 2nd Avenue north of 25th Street, dedicated bike lanes are essential to increase the comfort of the network for intermediate cyclists. At busier intersections, bike boxes and cyclist priority signals would help make cycling more attractive.

Roadway Markings

Saskatoon's harsh winters and dusty springtime are hard on the roadway markings in the City Centre. As there are few dedicated on-street bicycle lanes in the City Centre, it is essential that those few are well marked and signed. A survey of the Spadina Crescent bike lane found that road markings were faint or imperceptible, especially on the west side. Diamond lane stencils were difficult to see. As the bike lane approaches the University Bridge, a difficult intersection, it stops and forces cyclists to merge back into mixed traffic. Other challenges to the Spadina Crescent bike lane include the drop-off area for the Bessborough Hotel, and insufficient door zone area alongside on-street parking.

Places to Bicycle

*** Within the City Centre 5.2% residents choose cycling to get around (twice as many as the city average).**



Source: mapping based on information provided by the City of Saskatoon.

Traffic

Traffic and public life in the City Centre

More people choose driving to commute in Saskatoon than most other cities in Canada. Saskatoon is a cold city, and motor vehicles are a convenient way to get around. The large majority, or 86.2% of the population, chooses to travel by motor vehicle. Within the City Centre, people are much more likely to choose other modes of travel, where 57% of residents within the City Centre travel by car. The city supports the choice of driving by allowing ample parking in the City Centre and maintaining traffic conduits that cut through the City Centre. Within the City Centre itself, progress has been made in some areas to calm traffic and minimize the nuisance of the motor vehicle.

*** More pedestrians travel along 21st Street than cars.**

4.55 Idylwyld Drive and 22nd St.

4.56 Spadina Crescent between 20th and 21st St.

4.57 Social Space on 21st St.

Traffic streets

Streets with more than 20,000 vehicles per day are unpleasant places for pedestrians and cyclists. Within the City Centre, these streets include Idylwyld Drive, College Drive, 2nd Avenue north of 25th Street and both bridges. It is an unpleasant experience to walk along these streets, and therefore they are only used for necessary pedestrian trips. They have no recreational life as traffic noise makes it difficult to hold a conversation. Pedestrians can only cross at crosswalks and air quality is typically lower near streets with this volume of traffic. Cycling in mixed traffic on these streets is challenging and only experienced cyclists will choose these routes. Most of the traffic along Idylwyld Drive is bypassing the City Centre.

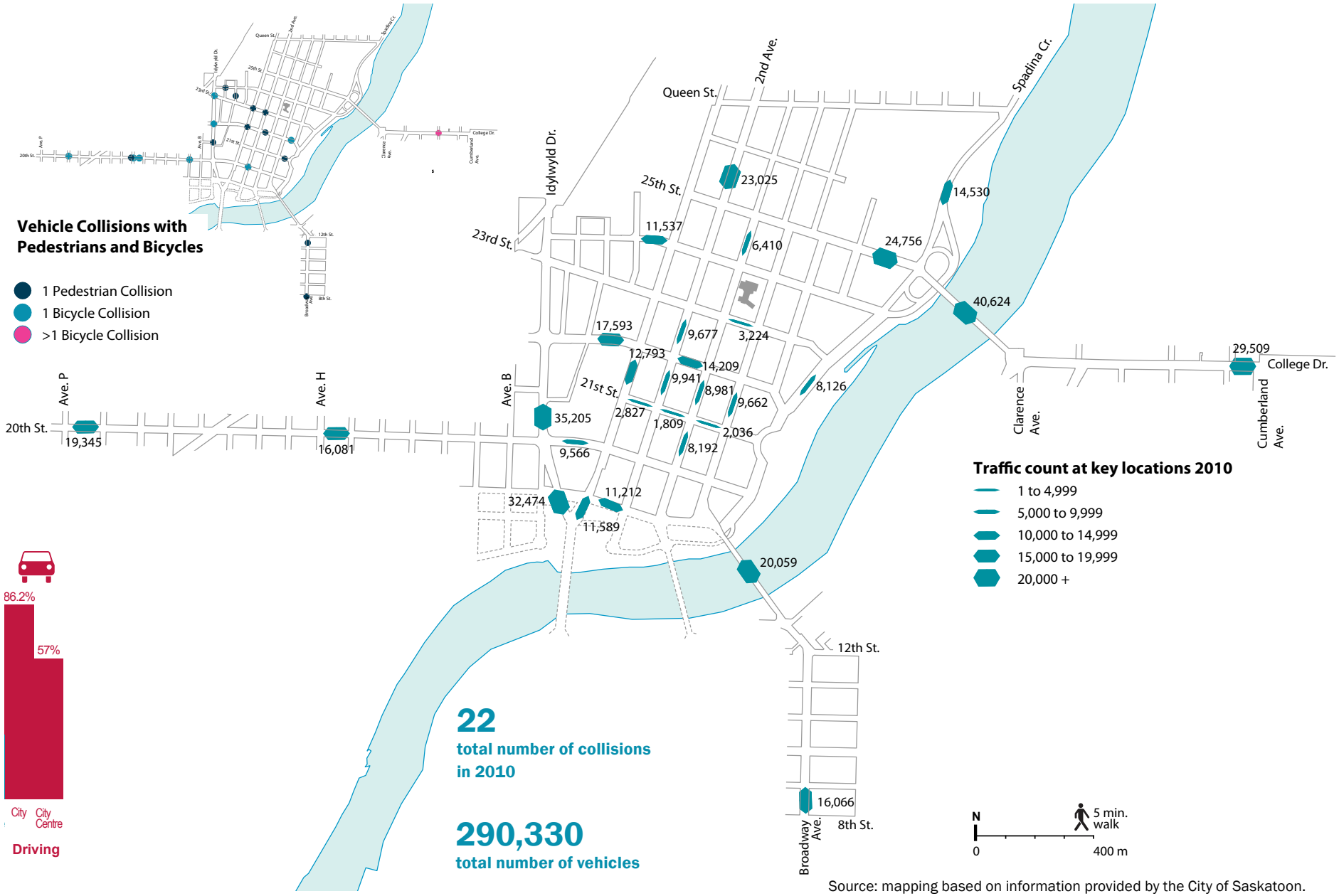
Functional streets

Streets with 5,000–10,000 daily vehicles can be functional, pleasant places when designed well. The majority of the streets in the City Centre fit into this category, with the exception of the heavier and lighter volume streets noted. Along these streets, people can have a conversation on a bench, but might choose to relocate to a quieter place if given the option. Noise can be a problem at peak traffic hours. People in buildings along these streets will generally not open their windows to the street due to noise and pollution. Intermediate cyclists can travel along these streets, but often prefer dedicated bike lanes. People will usually cross at intersections and during lighter traffic times will sometime cross at mid-block.

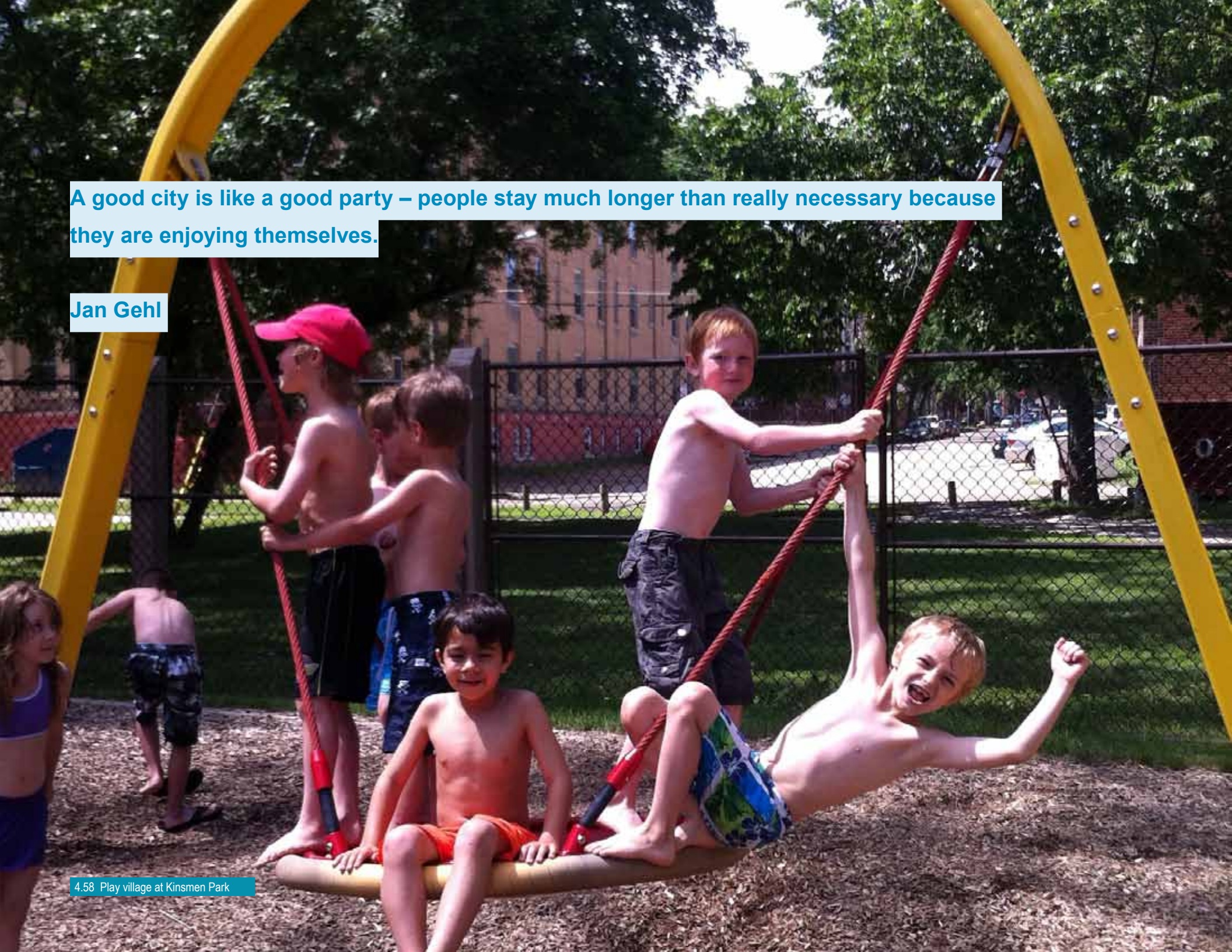
Social streets

Streets with less than 5,000 vehicles per day are pleasant places. Within the City Centre, these streets only include 21st Street, and 23rd Street at City Hall. There are significantly more pedestrians walking along 21st Street than cars. These streets are good places for cafés and buildings that open up to the sidewalk. There are some minor and intermittent noise issues along these streets. Social activities and leisure activities are more prevalent along these streets. Mid-block crossings happen on these streets and cyclists can ride comfortably in mixed traffic with cars.

Traffic



Source: mapping based on information provided by the City of Saskatoon.



A good city is like a good party – people stay much longer than really necessary because they are enjoying themselves.

Jan Gehl

4.58 Play village at Kinsmen Park

Public Activity

Public Activity Survey 92

Introduction 92
Survey Locations 93
Daytime Pedestrian Traffic (Summer) 94
Daytime Pedestrian Traffic (Winter) 95
Evening Pedestrian Traffic (Summer) 96
Evening Pedestrian Traffic (Winter) 97
Daytime Cycling Traffic (Summer) 98
Daytime Cycling Traffic (Winter) 99
Evening Cycling Traffic (Summer) 100
Evening Cycling Traffic (Winter) 101

Activities in Public Space

Parks & Squares Activity Count (Summer) 102
Parks & Squares Activity Count (Winter) 103
2nd Avenue & 21st Street Activity Count (Summer) 104
2nd Avenue & 21st Street Activity Count (Winter) 105
Civic Square Activity Count (Summer) 106
Civic Square Activity Count (Winter) 107
Transit Mall Activity Count (Summer) 108
Transit Mall Activity Count (Winter) 109

Introduction

Methodology of the Public Activity Survey

The survey examined the activity and use of urban spaces in Saskatoon's City Centre. Based on quality criteria established by the Regional and Urban Planning program at the University of Saskatchewan, researchers took to the streets in the study area to inventory features of the urban environment, observe activity within public spaces, and conduct surveys with people regarding their use of public space. Quantitative and qualitative data was collected in both the summer and winter of 2010. Intercept surveys were conducted throughout the study area.

The data captured that describes where, and how many, people sit, stand, walk, cycle and play in the City Centre — whether for recreation or necessary purposes. The results can inform future decisions such as which streets and public spaces to improve for public life rather than simply maximizing traffic capacity. The data also sets a baseline for future evaluation of how improvements in the public realm have changed how people use the City Centre.

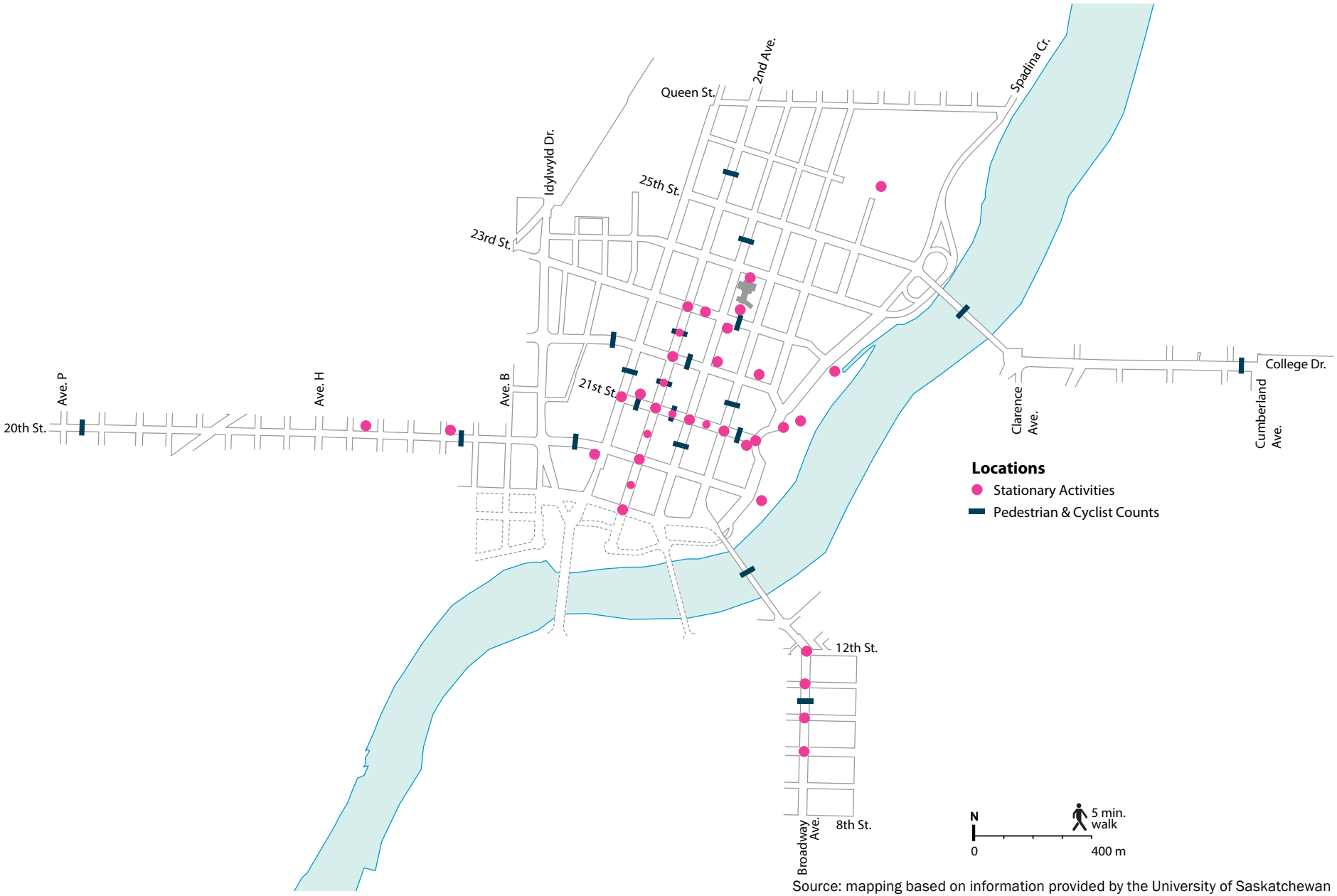
The results of this analysis are summarized and illustrated on the following pages.

5.1 An enthusiastic UofS researcher recording activity along 21st Street

5.2 The red bus on 21st Street: a popular summer stationary activity site

5.3 An UofS researcher recording activity at the Bus Mall

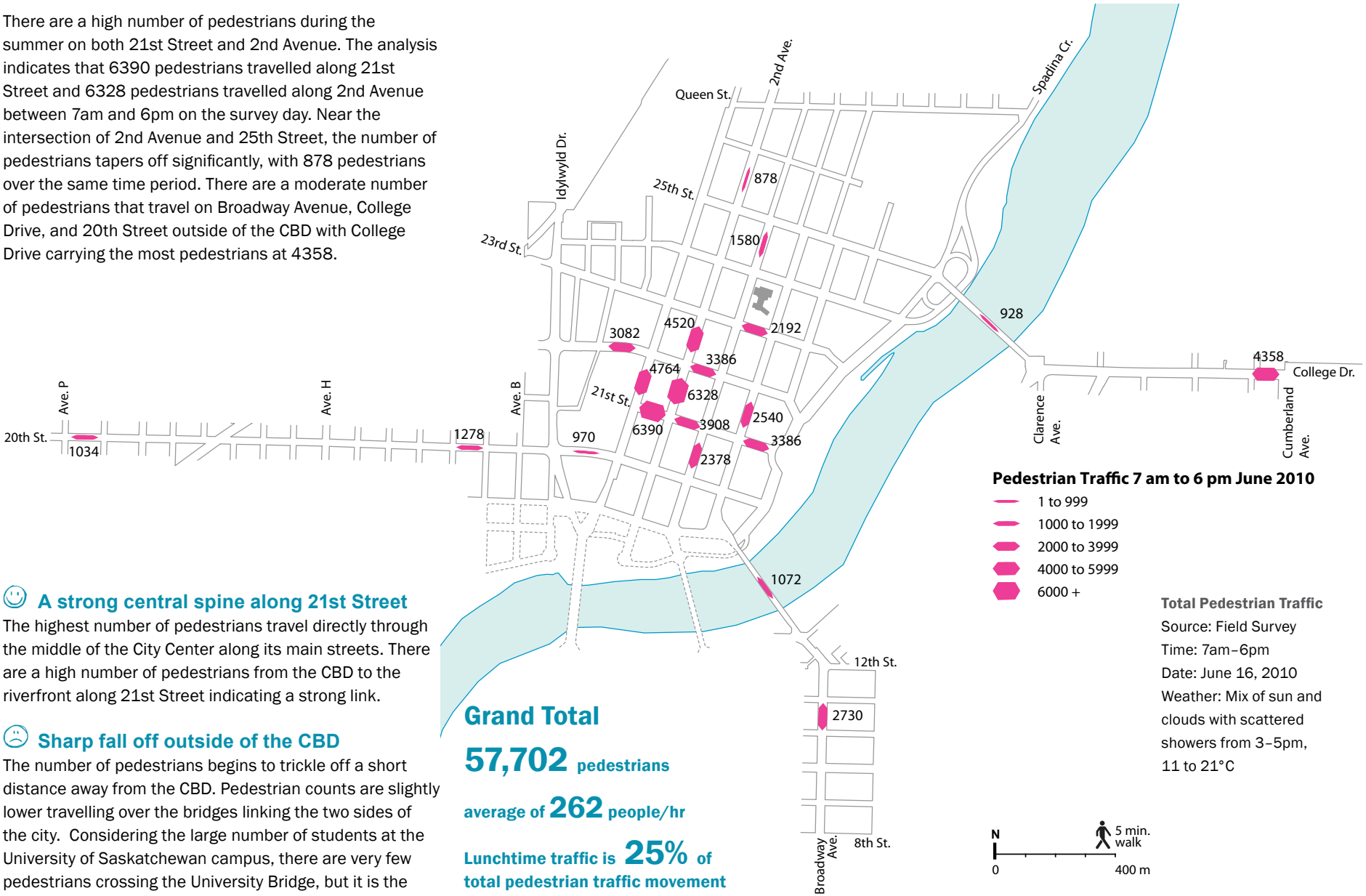
Survey Locations



Source: mapping based on information provided by the University of Saskatchewan

Daytime Pedestrian Traffic (Summer)

There are a high number of pedestrians during the summer on both 21st Street and 2nd Avenue. The analysis indicates that 6390 pedestrians travelled along 21st Street and 6328 pedestrians travelled along 2nd Avenue between 7am and 6pm on the survey day. Near the intersection of 2nd Avenue and 25th Street, the number of pedestrians tapers off significantly, with 878 pedestrians over the same time period. There are a moderate number of pedestrians that travel on Broadway Avenue, College Drive, and 20th Street outside of the CBD with College Drive carrying the most pedestrians at 4358.



A strong central spine along 21st Street

The highest number of pedestrians travel directly through the middle of the City Center along its main streets. There are a high number of pedestrians from the CBD to the riverfront along 21st Street indicating a strong link.

Sharp fall off outside of the CBD

The number of pedestrians begins to trickle off a short distance away from the CBD. Pedestrian counts are slightly lower travelling over the bridges linking the two sides of the city. Considering the large number of students at the University of Saskatchewan campus, there are very few pedestrians crossing the University Bridge, but it is the most heavily-use road for motor vehicles in the study area.

Grand Total

57,702 pedestrians

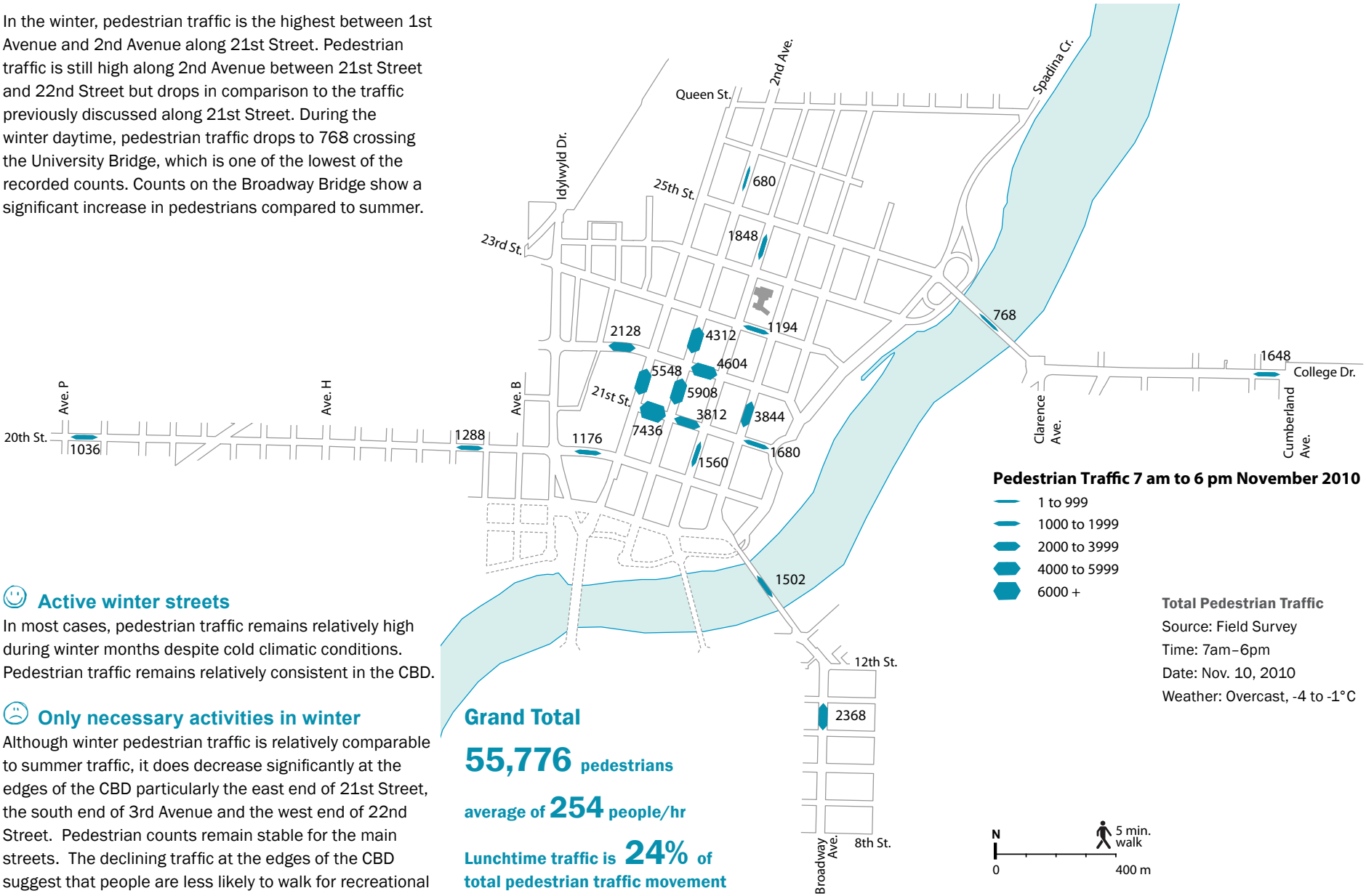
average of 262 people/hr

Lunchtime traffic is 25% of total pedestrian traffic movement

Source: mapping based on information provided by the University of Saskatchewan.

Daytime Pedestrian Traffic (Winter)

In the winter, pedestrian traffic is the highest between 1st Avenue and 2nd Avenue along 21st Street. Pedestrian traffic is still high along 2nd Avenue between 21st Street and 22nd Street but drops in comparison to the traffic previously discussed along 21st Street. During the winter daytime, pedestrian traffic drops to 768 crossing the University Bridge, which is one of the lowest of the recorded counts. Counts on the Broadway Bridge show a significant increase in pedestrians compared to summer.



Active winter streets

In most cases, pedestrian traffic remains relatively high during winter months despite cold climatic conditions. Pedestrian traffic remains relatively consistent in the CBD.

Only necessary activities in winter

Although winter pedestrian traffic is relatively comparable to summer traffic, it does decrease significantly at the edges of the CBD particularly the east end of 21st Street, the south end of 3rd Avenue and the west end of 22nd Street. Pedestrian counts remain stable for the main streets. The declining traffic at the edges of the CBD suggest that people are less likely to walk for recreational and longer inter-neighbourhood trips.

Grand Total

55,776 pedestrians

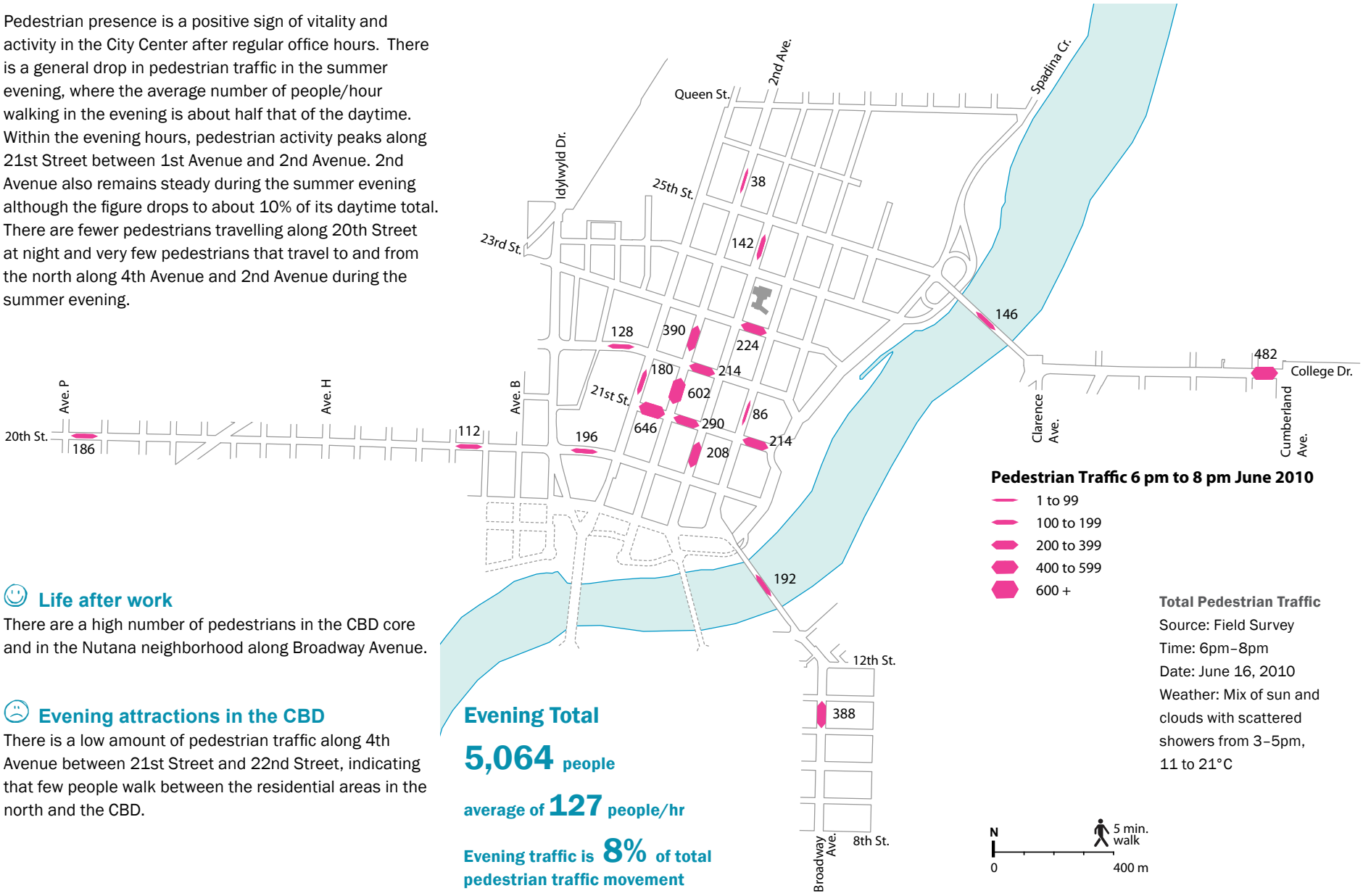
average of 254 people/hr

Lunchtime traffic is 24% of total pedestrian traffic movement

Source: mapping based on information provided by the University of Saskatchewan.

Evening Pedestrian Traffic (Summer)

Pedestrian presence is a positive sign of vitality and activity in the City Center after regular office hours. There is a general drop in pedestrian traffic in the summer evening, where the average number of people/hour walking in the evening is about half that of the daytime. Within the evening hours, pedestrian activity peaks along 21st Street between 1st Avenue and 2nd Avenue. 2nd Avenue also remains steady during the summer evening although the figure drops to about 10% of its daytime total. There are fewer pedestrians travelling along 20th Street at night and very few pedestrians that travel to and from the north along 4th Avenue and 2nd Avenue during the summer evening.



Life after work

There are a high number of pedestrians in the CBD core and in the Nutana neighborhood along Broadway Avenue.

Evening attractions in the CBD

There is a low amount of pedestrian traffic along 4th Avenue between 21st Street and 22nd Street, indicating that few people walk between the residential areas in the north and the CBD.

Evening Total

5,064 people

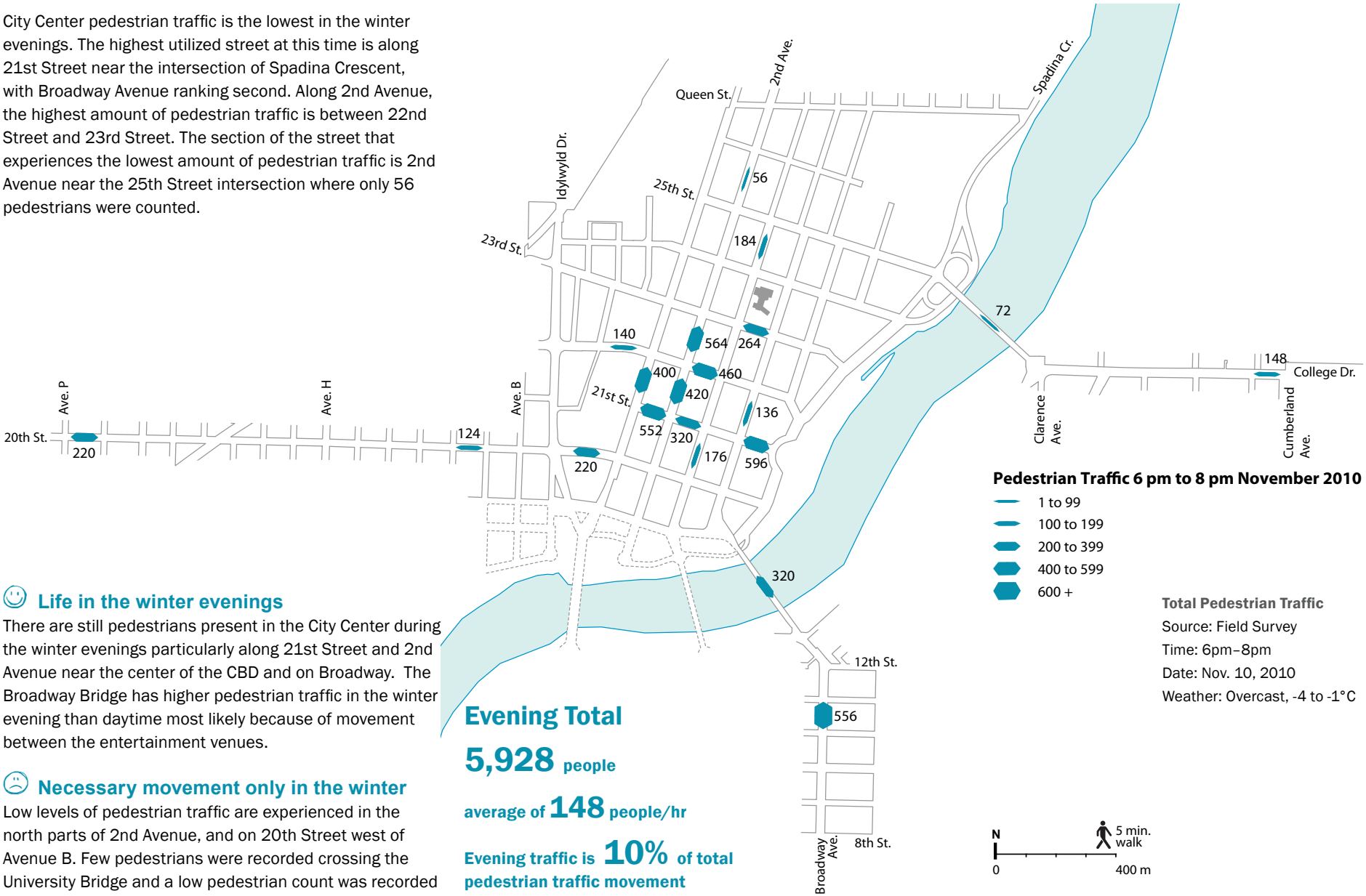
average of 127 people/hr

Evening traffic is 8% of total pedestrian traffic movement

Source: mapping based on information provided by the University of Saskatchewan.

Evening Pedestrian Traffic (Winter)

City Center pedestrian traffic is the lowest in the winter evenings. The highest utilized street at this time is along 21st Street near the intersection of Spadina Crescent, with Broadway Avenue ranking second. Along 2nd Avenue, the highest amount of pedestrian traffic is between 22nd Street and 23rd Street. The section of the street that experiences the lowest amount of pedestrian traffic is 2nd Avenue near the 25th Street intersection where only 56 pedestrians were counted.



Life in the winter evenings

There are still pedestrians present in the City Center during the winter evenings particularly along 21st Street and 2nd Avenue near the center of the CBD and on Broadway. The Broadway Bridge has higher pedestrian traffic in the winter evening than daytime most likely because of movement between the entertainment venues.

Necessary movement only in the winter

Low levels of pedestrian traffic are experienced in the north parts of 2nd Avenue, and on 20th Street west of Avenue B. Few pedestrians were recorded crossing the University Bridge and a low pedestrian count was recorded along College Drive at Cumberland Avenue.

Evening Total

5,928 people

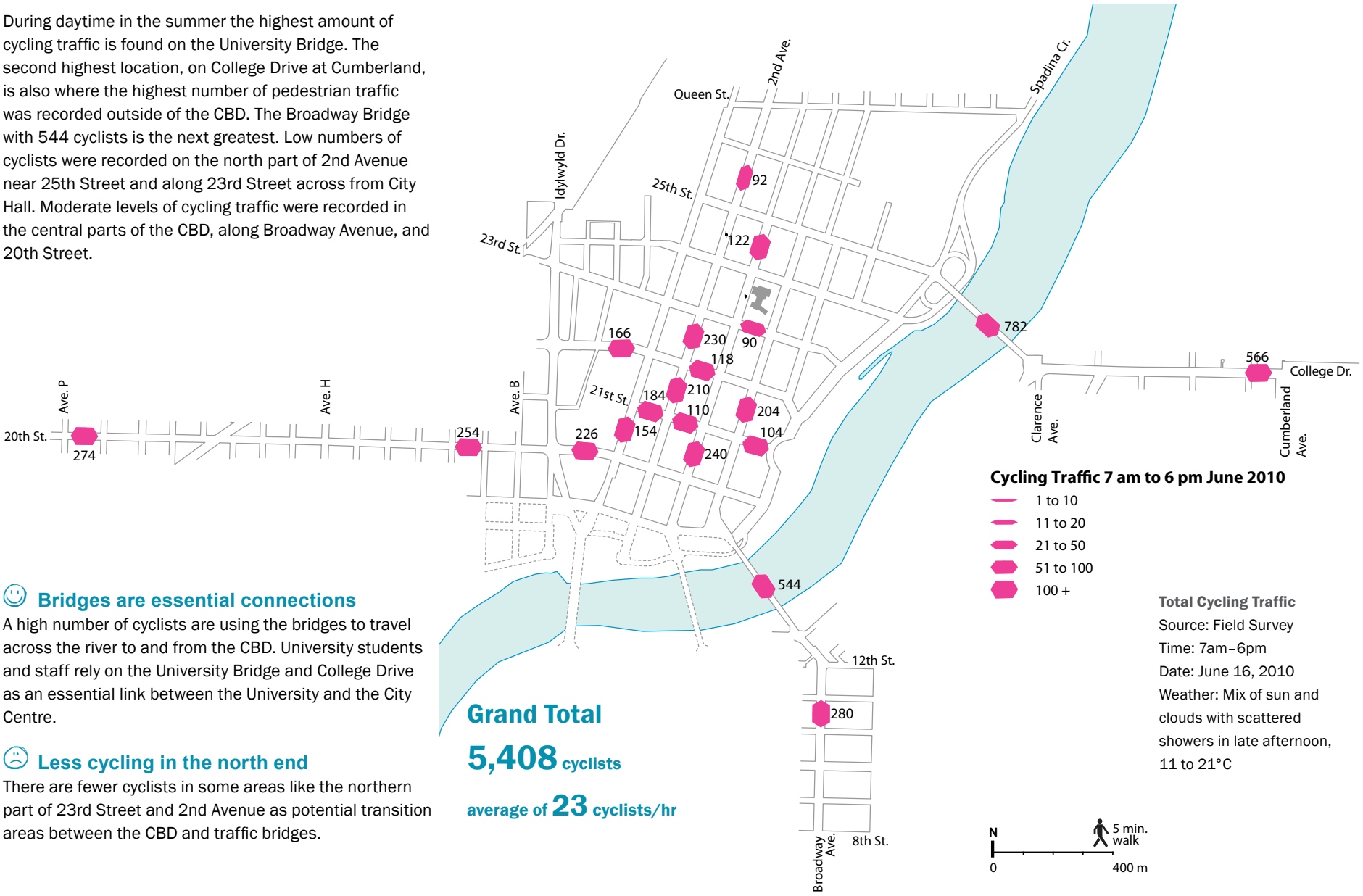
average of 148 people/hr

Evening traffic is 10% of total pedestrian traffic movement

Source: mapping based on information provided by the University of Saskatchewan.

Daytime Cycling Traffic (Summer)

During daytime in the summer the highest amount of cycling traffic is found on the University Bridge. The second highest location, on College Drive at Cumberland, is also where the highest number of pedestrian traffic was recorded outside of the CBD. The Broadway Bridge with 544 cyclists is the next greatest. Low numbers of cyclists were recorded on the north part of 2nd Avenue near 25th Street and along 23rd Street across from City Hall. Moderate levels of cycling traffic were recorded in the central parts of the CBD, along Broadway Avenue, and 20th Street.



Bridges are essential connections

A high number of cyclists are using the bridges to travel across the river to and from the CBD. University students and staff rely on the University Bridge and College Drive as an essential link between the University and the City Centre.

Less cycling in the north end

There are fewer cyclists in some areas like the northern part of 23rd Street and 2nd Avenue as potential transition areas between the CBD and traffic bridges.

Grand Total

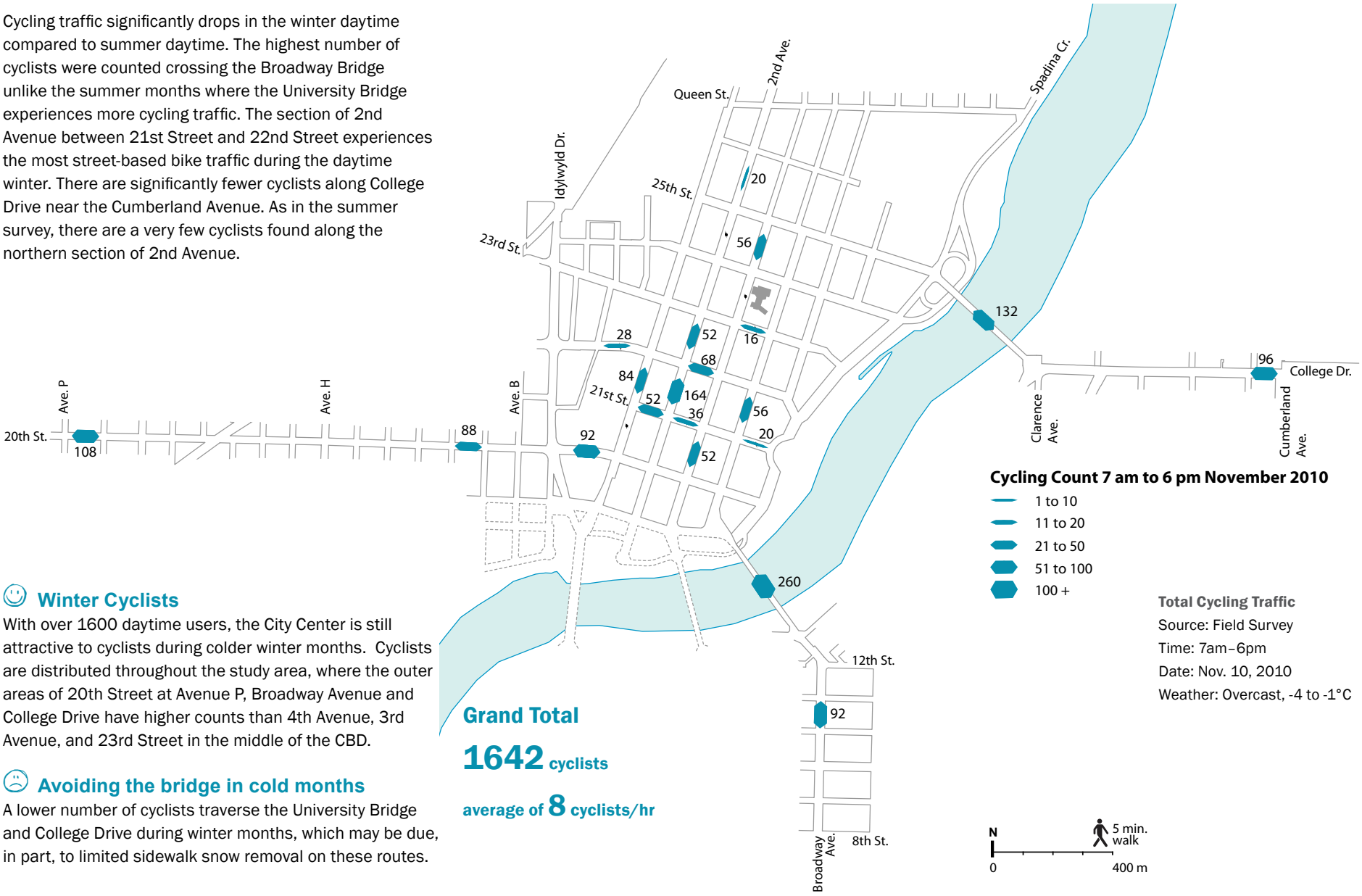
5,408 cyclists

average of 23 cyclists/hr

Source: mapping based on information provided by the University of Saskatchewan.

Daytime Cycling Traffic (Winter)

Cycling traffic significantly drops in the winter daytime compared to summer daytime. The highest number of cyclists were counted crossing the Broadway Bridge unlike the summer months where the University Bridge experiences more cycling traffic. The section of 2nd Avenue between 21st Street and 22nd Street experiences the most street-based bike traffic during the daytime winter. There are significantly fewer cyclists along College Drive near the Cumberland Avenue. As in the summer survey, there are a very few cyclists found along the northern section of 2nd Avenue.



Winter Cyclists

With over 1600 daytime users, the City Center is still attractive to cyclists during colder winter months. Cyclists are distributed throughout the study area, where the outer areas of 20th Street at Avenue P, Broadway Avenue and College Drive have higher counts than 4th Avenue, 3rd Avenue, and 23rd Street in the middle of the CBD.

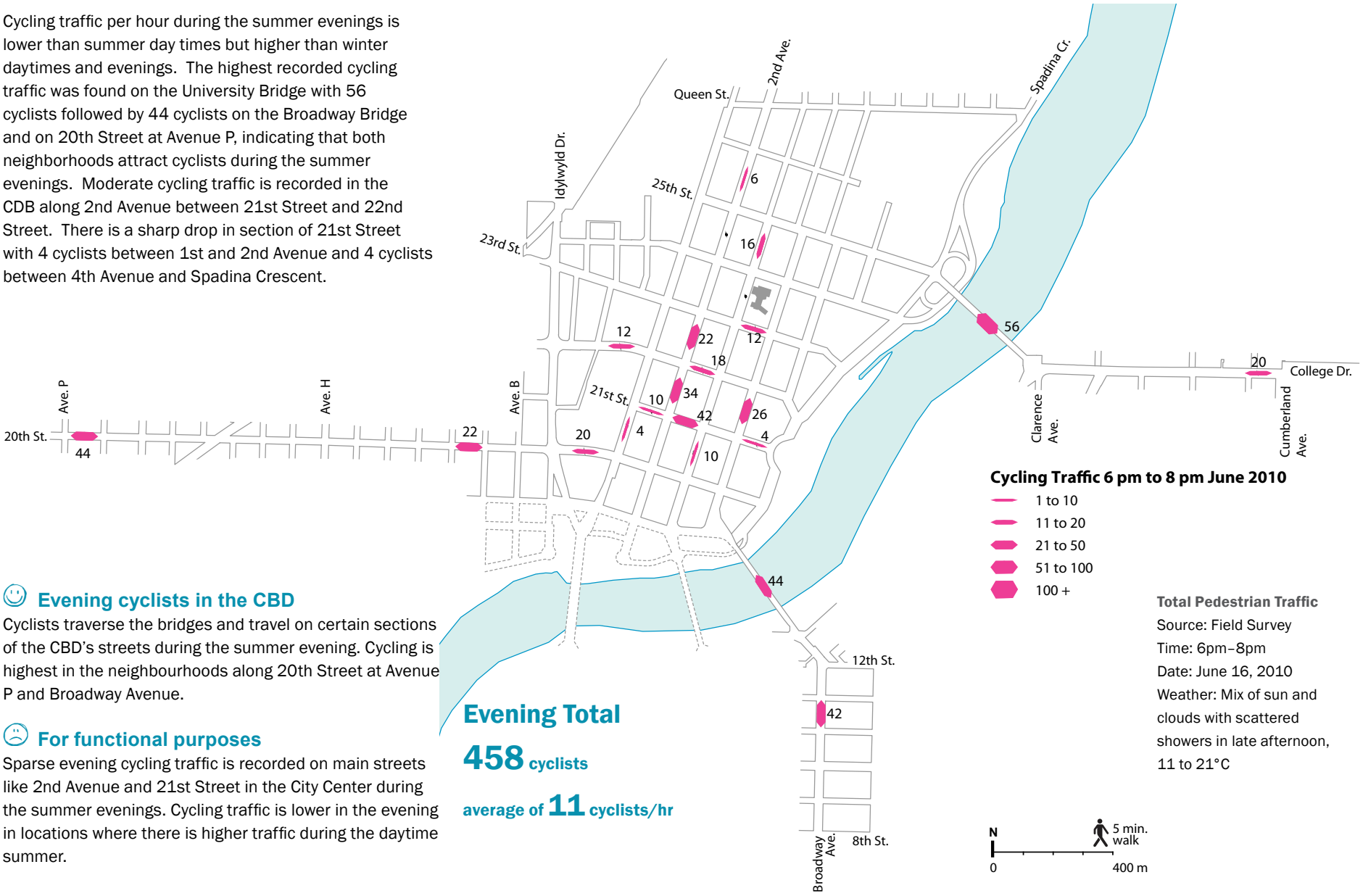
Avoiding the bridge in cold months

A lower number of cyclists traverse the University Bridge and College Drive during winter months, which may be due, in part, to limited sidewalk snow removal on these routes.

Source: mapping based on information provided by the University of Saskatchewan.

Evening Cycling Traffic (Summer)

Cycling traffic per hour during the summer evenings is lower than summer day times but higher than winter daytimes and evenings. The highest recorded cycling traffic was found on the University Bridge with 56 cyclists followed by 44 cyclists on the Broadway Bridge and on 20th Street at Avenue P, indicating that both neighborhoods attract cyclists during the summer evenings. Moderate cycling traffic is recorded in the CDB along 2nd Avenue between 21st Street and 22nd Street. There is a sharp drop in section of 21st Street with 4 cyclists between 1st and 2nd Avenue and 4 cyclists between 4th Avenue and Spadina Crescent.



Evening cyclists in the CBD

Cyclists traverse the bridges and travel on certain sections of the CBD's streets during the summer evening. Cycling is highest in the neighbourhoods along 20th Street at Avenue P and Broadway Avenue.

For functional purposes

Sparse evening cycling traffic is recorded on main streets like 2nd Avenue and 21st Street in the City Center during the summer evenings. Cycling traffic is lower in the evening in locations where there is higher traffic during the daytime summer.

Evening Total

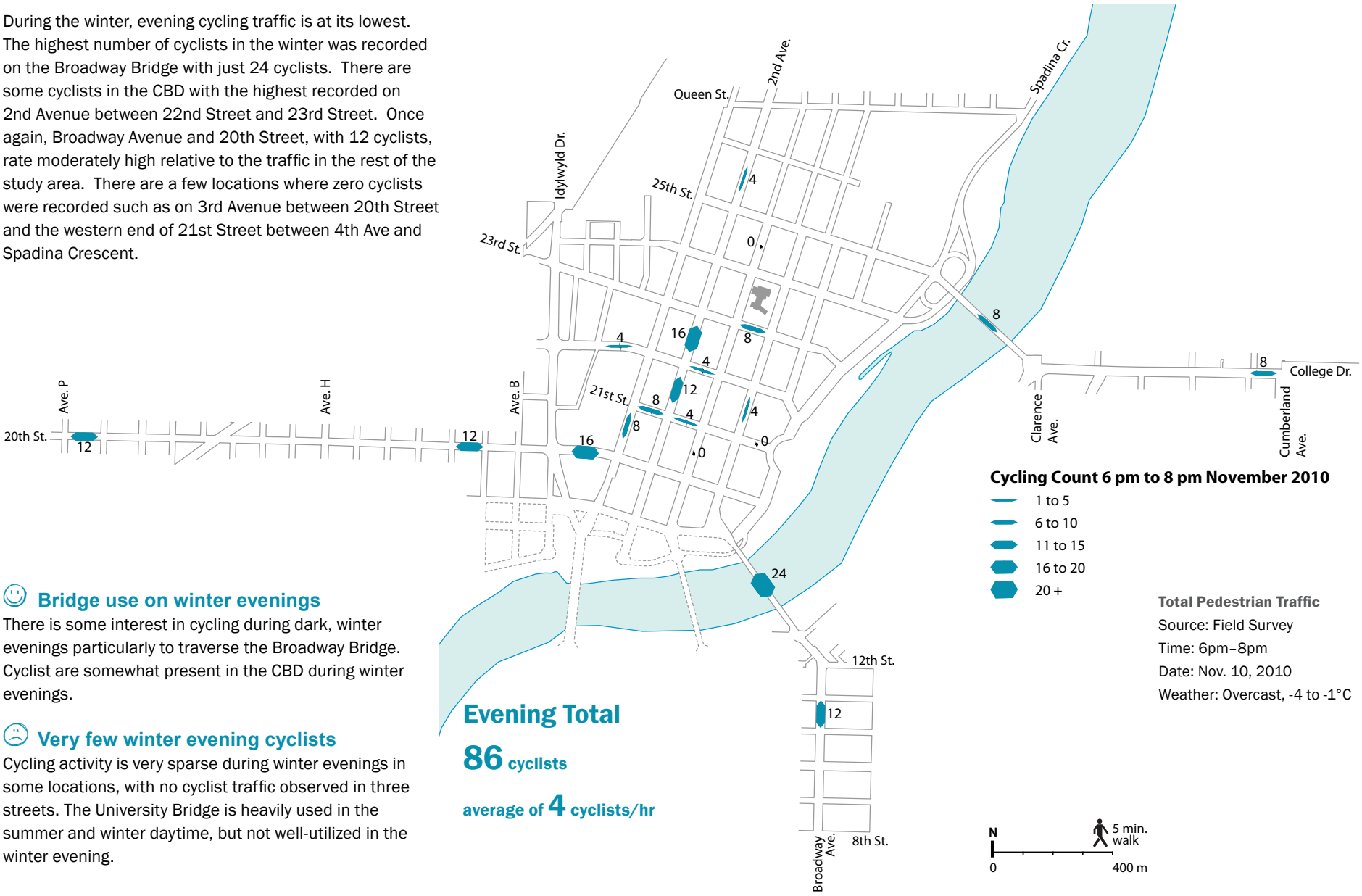
458 cyclists

average of 11 cyclists/hr

Source: mapping based on information provided by the University of Saskatchewan.

Evening Cycling Traffic (Winter)

During the winter, evening cycling traffic is at its lowest. The highest number of cyclists in the winter was recorded on the Broadway Bridge with just 24 cyclists. There are some cyclists in the CBD with the highest recorded on 2nd Avenue between 22nd Street and 23rd Street. Once again, Broadway Avenue and 20th Street, with 12 cyclists, rate moderately high relative to the traffic in the rest of the study area. There are a few locations where zero cyclists were recorded such as on 3rd Avenue between 20th Street and the western end of 21st Street between 4th Ave and Spadina Crescent.



Bridge use on winter evenings

There is some interest in cycling during dark, winter evenings particularly to traverse the Broadway Bridge. Cyclist are somewhat present in the CBD during winter evenings.

Very few winter evening cyclists

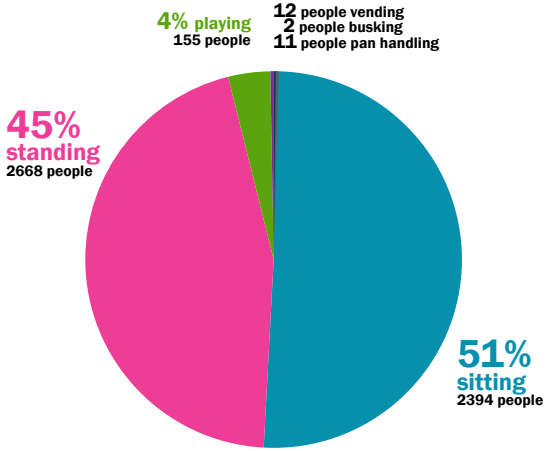
Cycling activity is very sparse during winter evenings in some locations, with no cyclist traffic observed in three streets. The University Bridge is heavily used in the summer and winter daytime, but not well-utilized in the winter evening.

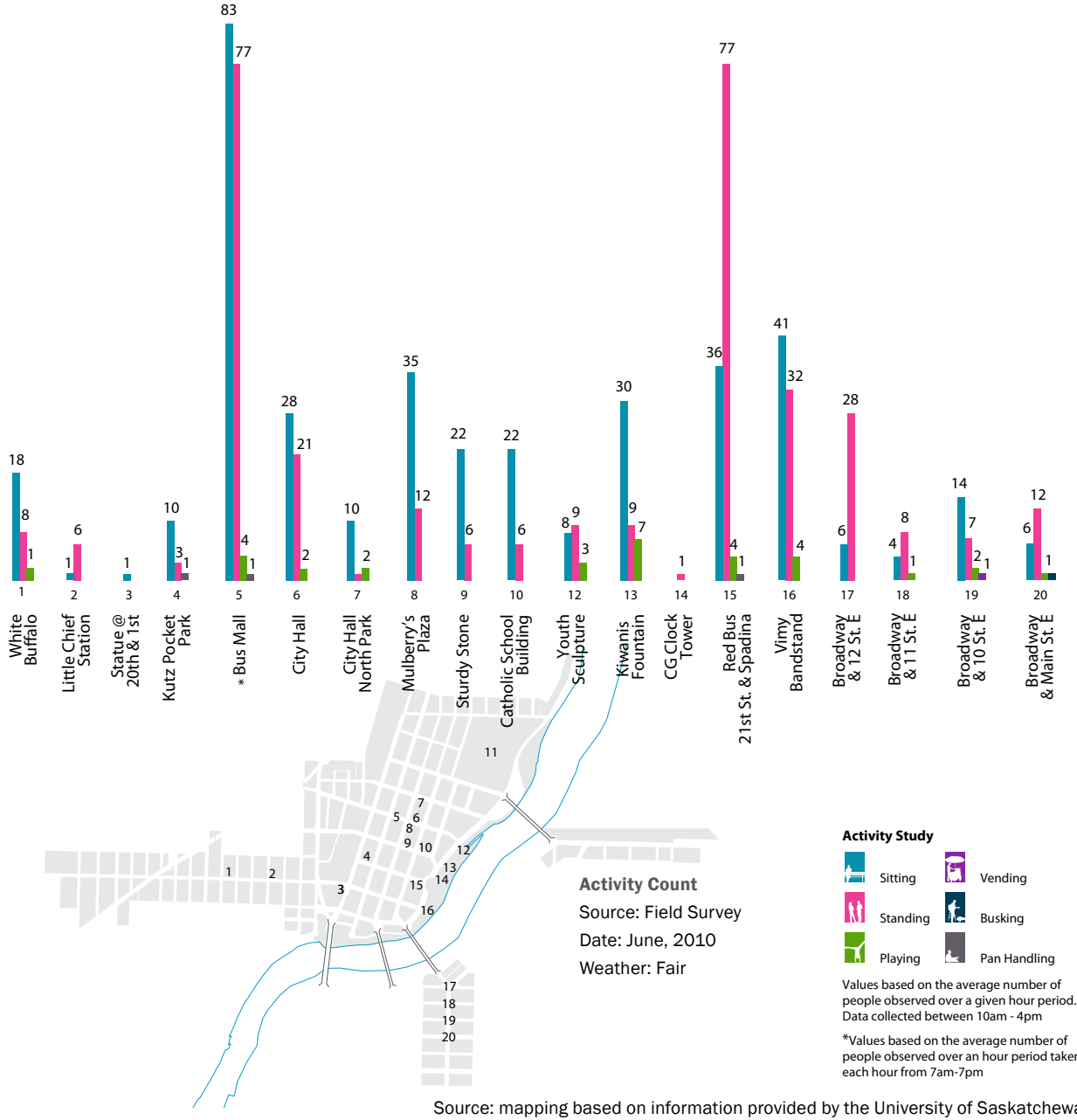
Source: mapping based on information provided by the University of Saskatchewan.

Park & Squares Activity Count (Summer average #/hr)

People primarily sit and stand in public spaces while socializing, reading, or relaxing. Activity counts within the City Center's public spaces across a daily period from 10am to 4pm reveal that 45% of people stand during summer and 83% people stand during winter. In comparison 51% sit and 4% play during the summer and 15% sit and 2% play during the winter. The highest number of people recorded in the summer were at the Bus Mall. The Red Bus at 21st Street and Spadina Crescent has the second highest activity level in the summer months with the Vimy Bandstand, Mulberry's Plaza and Broadway and 12th Street following. With the exception of the Bus Mall where necessary activities occur, many of the successful public spaces are associated with outdoor food and ample seating.

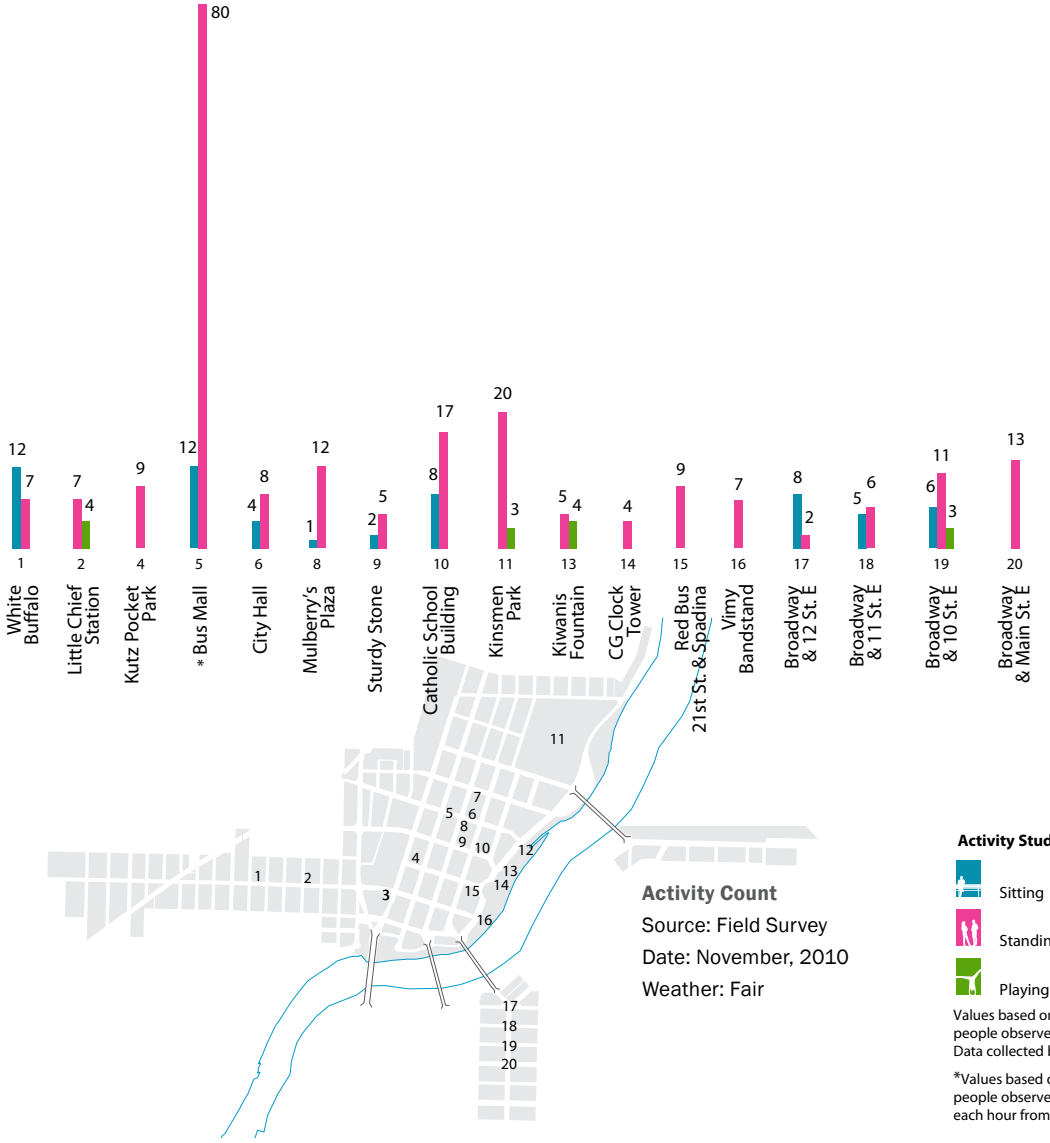
A much higher percentage of people are found sitting in the summer than the winter. In fact, there are more people (51%) sitting in the summer than standing found standing (45%). During the winter the vast majority (83%) of the people are standing compared with only 20% sitting.





Source: mapping based on information provided by the University of Saskatchewan.

Parks & Squares Activity Count (Winter average #/hr)

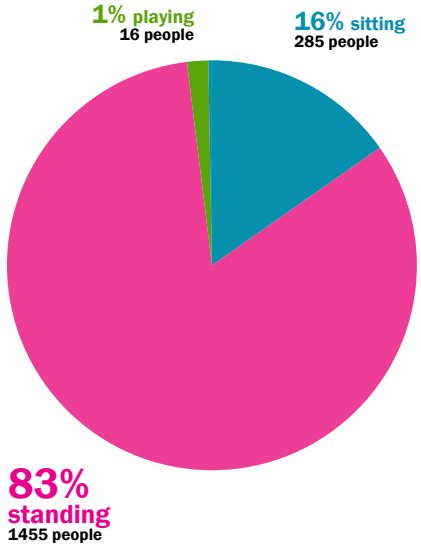


Winter activity in some places

Many of the public spaces surveyed displayed a range of activities in the winter months including sitting, standing, and playing. The main streets, such as Broadway Avenue, 20th Street and the Barney Kutz Pocket Park, show similar activity in both winter and summer. Kinsmen Park is highly active in the winter as well.

Lack of public seating in summer

During the summer months there are typically more people sitting than standing. In certain areas there are significantly more people standing, indicating a potential need for more public seating. The Red Bus at 21st Street and Spadina Crescent as well as Broadway Avenue and parts of 20th Street show more people standing than sitting.

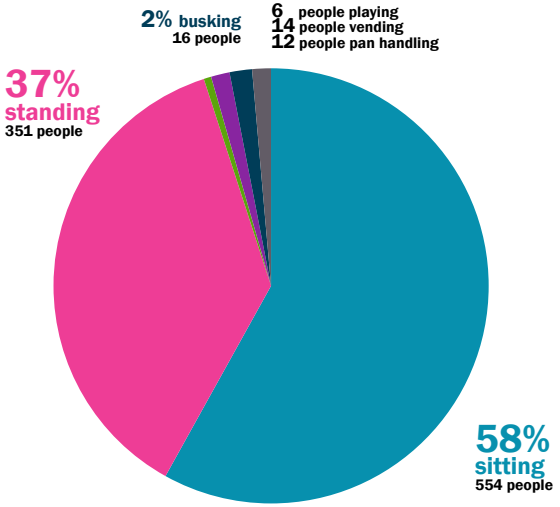


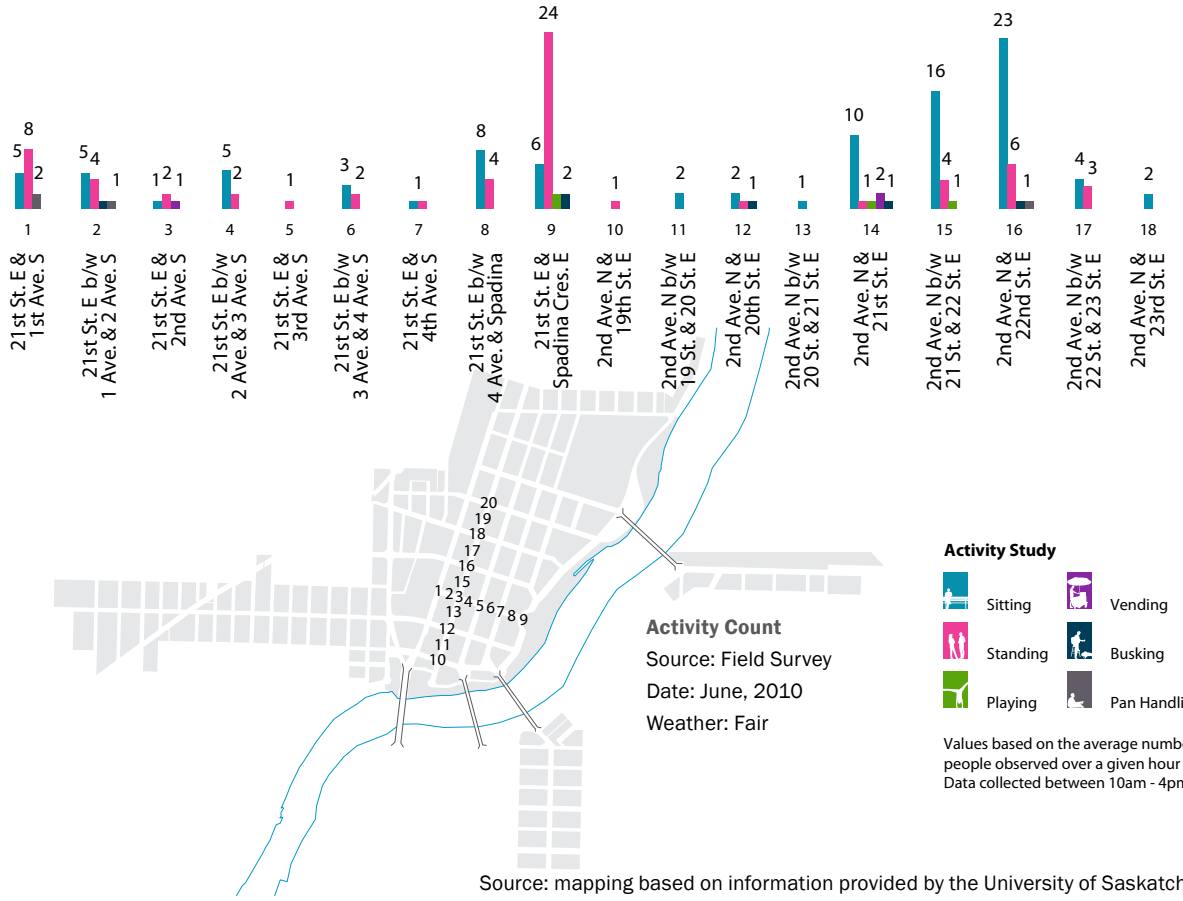
Source: mapping based on information provided by the University of Saskatchewan.

2nd Avenue & 21st Street Activity Count (Summer average #/hr)

This set of numbers focuses on the activity recorded on two major streets in the City Centre, 21st Street and 2nd Avenue. The observations along these two streets were recorded at the intersections and at the mid-block. When activity along streets is compared with activity in parks and squares (previous), more people are found sitting in the summer and less are found in the winter. This reveals that there is a good supply of benches along city streets in the study area. There are fewer people playing along city streets than in public spaces.

Not surprisingly, there are considerably less people sitting down along city streets in the winter study where 97% of the people observed were standing. During the summer along 21st Street. the highest peak of activity is at Spadina Crescent, with moderate activity at 4th and 1st Avenues. These areas are adjacent to good retail spaces, have seating and often outdoor food. Along 2nd Avenue activity peaks at 22nd Street and as you move north or south.

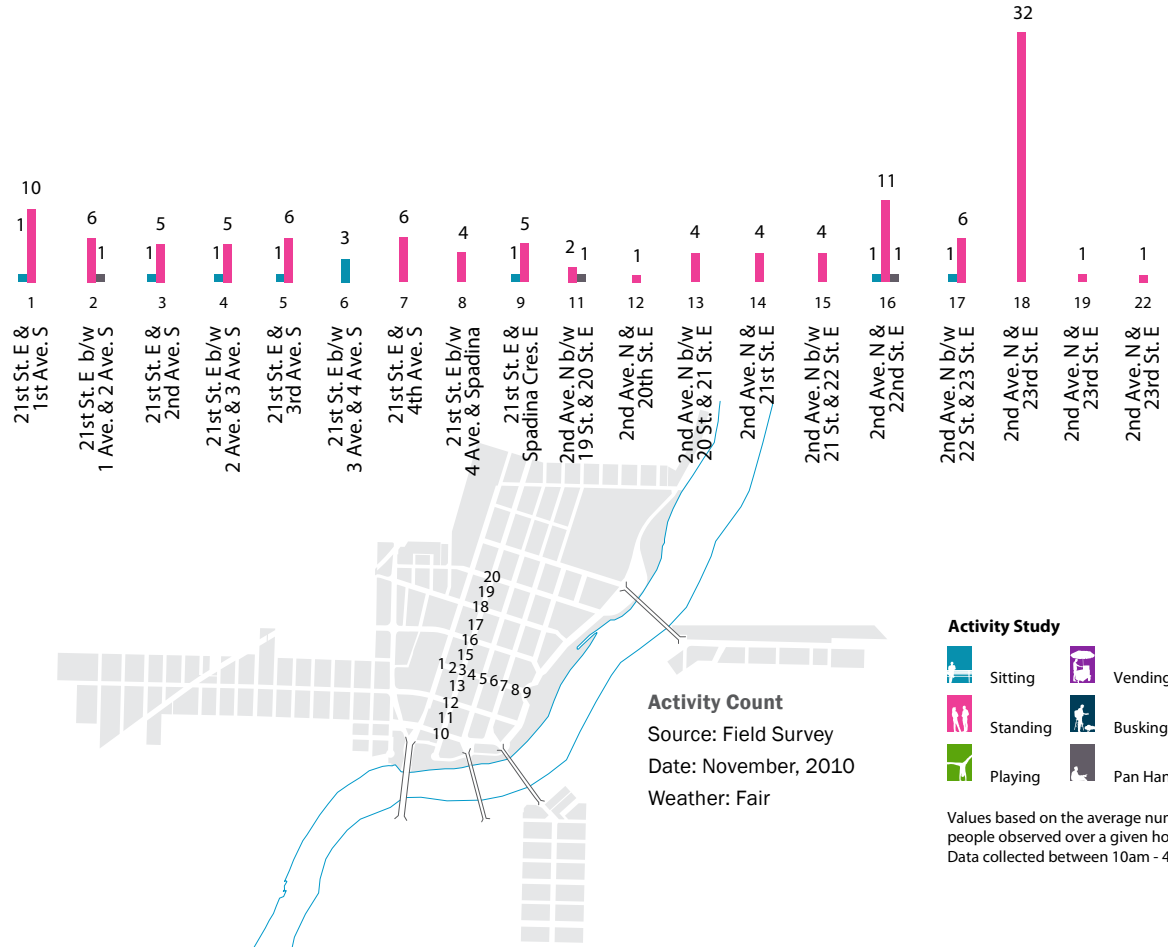


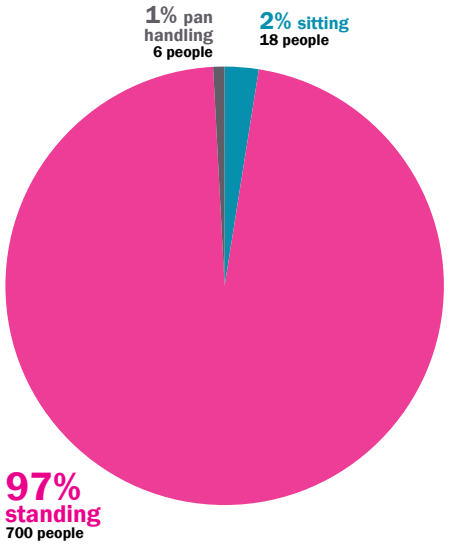

1 21st St. E & 1st Ave. S
2 21st St. E b/w 1 Ave. & 2 Ave. S
3 21st St. E & 2nd Ave. S
4 21st St. E b/w 2 Ave. & 3 Ave. S
5 21st St. E & 3rd Ave. S
6 21st St. E b/w 3 Ave. & 4 Ave. S
7 21st St. E & 4th Ave. S
8 21st St. E b/w 4 Ave. & Spadina
9 21st St. E & Spadina Cres. E
10 2nd Ave. N & 19th St. E
11 2nd Ave. N b/w 19 St. & 20 St. E
12 2nd Ave. N & 20th St. E
13 2nd Ave. N b/w 20 St. & 21 St. E
14 2nd Ave. N & 21st St. E
15 2nd Ave. N b/w 21 St. & 22 St. E
16 2nd Ave. N & 22nd St. E
17 2nd Ave. N b/w 22 St. & 23 St. E
18 2nd Ave. N & 23rd St. E
Activity Count
Source: Field Survey
Date: June, 2010
Weather: Fair
Activity Study
Sitting
Standing
Playing
Vending
Busking
Pan Handling
Values based on the average number of people observed over a given hour period. Data collected between 10am - 4pm

Source: mapping based on information provided by the University of Saskatchewan.

2nd Avenue & 21st Street Activity Count (Winter average #/hr)

In the winter, the highest number of people observed were at 2nd Avenue and 23rd Street, where 32 people were found standing in close proximity to the Bus Mall. Very few people were seen sitting in the winter observation. Generally the winter graph is much flatter than the summer graph, demonstrating that during the winter people tend to perform necessary activities and are less inclined to linger along streets.





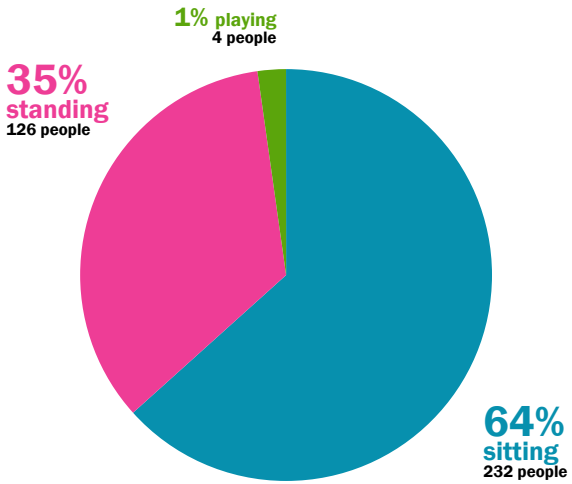
Source: mapping based on information provided by the University of Saskatchewan.

Civic Square Activity Count (Summer)

Activity counts surveyed at the Civic Square reveal that people occupy particular parts of the public space. In the forecourts of the civic square people primarily gather around benches and tables. In the summer, people gather where their backs are protected or supported and most people face into the space. During summer 64% of people sit, 35% stand and 1% play while in the winter 72% stand, 20% sit and 8% were found playing. Public space is occupied in the summer and winter differently. During the summer and the winter, the south forecourt is a more popular gathering location.

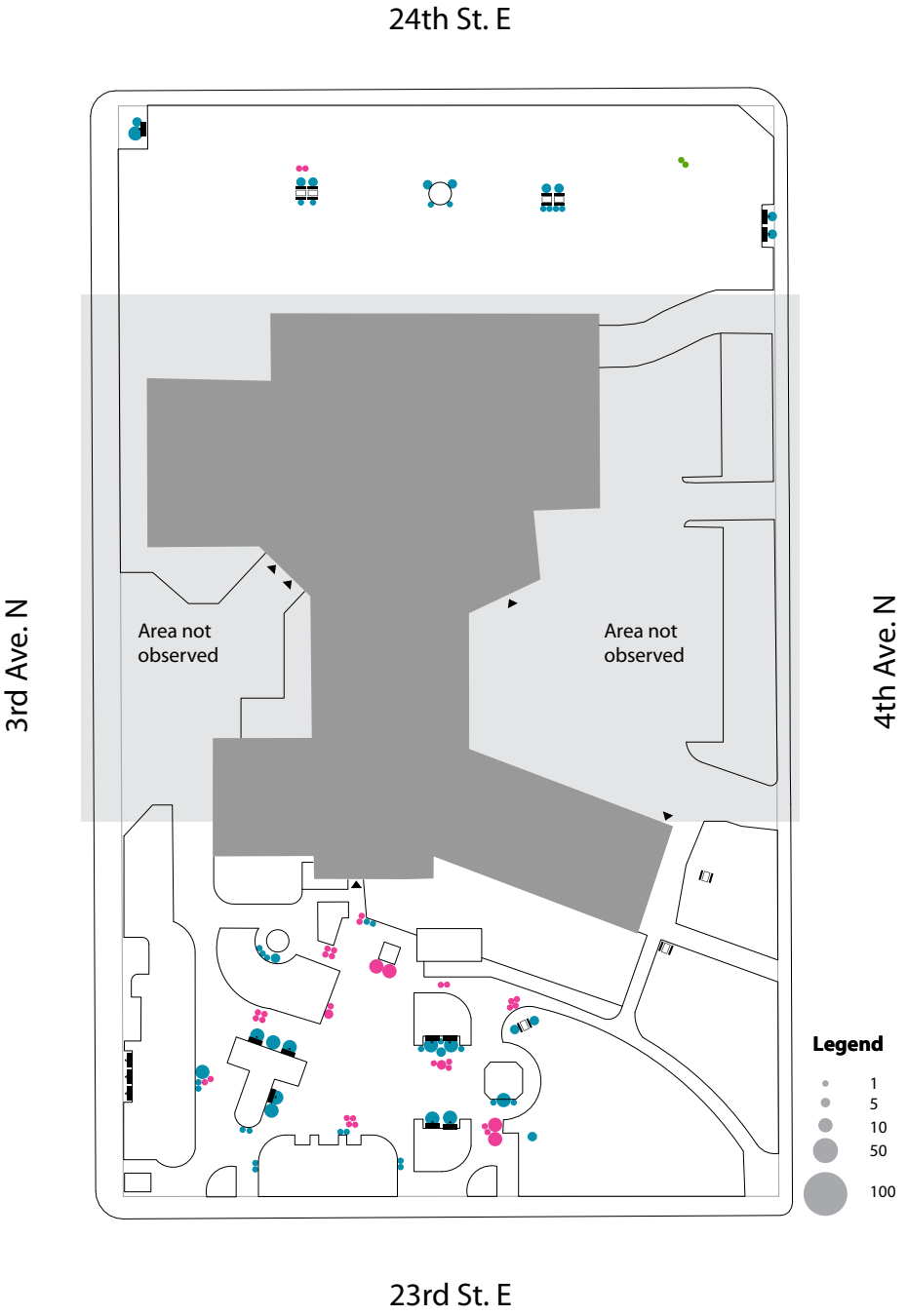
Summer Activity Total

724 people



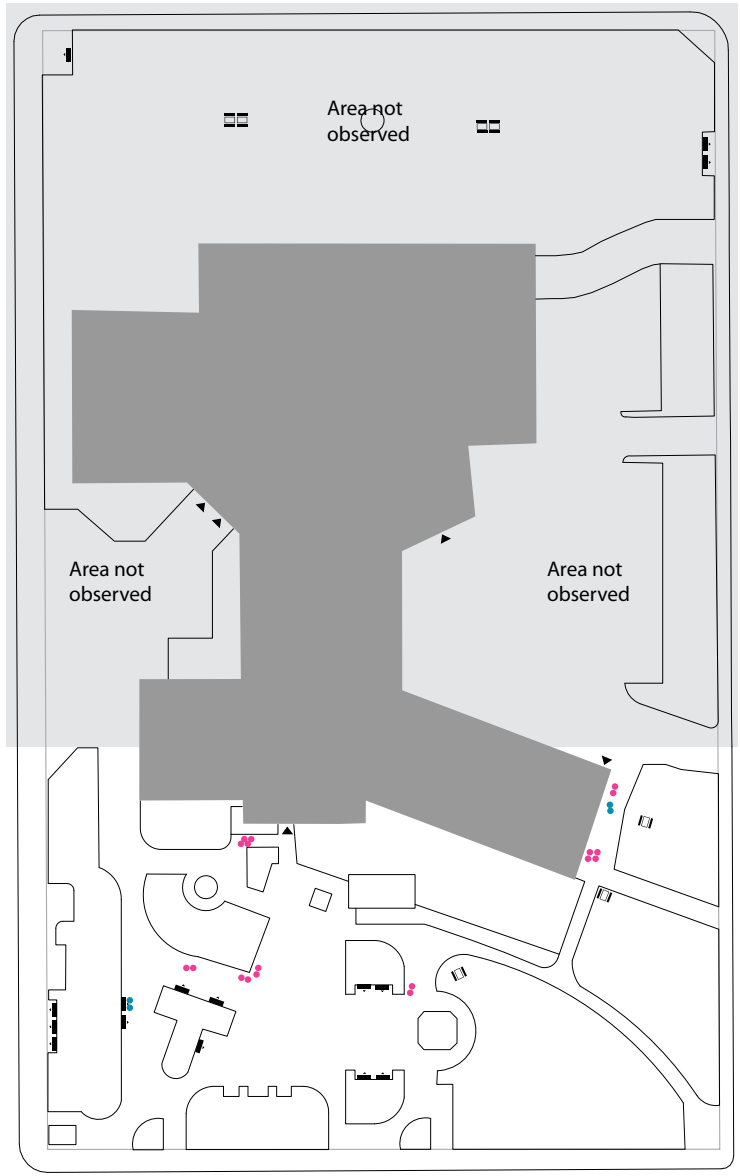
Sitting
Standing
Playing
Vending
Busking
Panhandling

Activity Count
Source: Field Survey
Time: 10AM–4PM
Date: June, 2010
Weather: Fair
*Area in grey represents area not surveyed.



Source: mapping based on information provided by the University of Saskatchewan.

Civic Square Activity Count (Winter)



Note: Dots represent volumes of people placed in relative geographic location. They do not represent actual locations of each person as many overlapped.

A focussed plaza

A number of people gather in the forecourt of the Civic Square during both the summer and winter seasons. People in the public space are well-served by seating and a variety of landscape features encouraging them to occupy the space in different ways.

Little activity on the edges

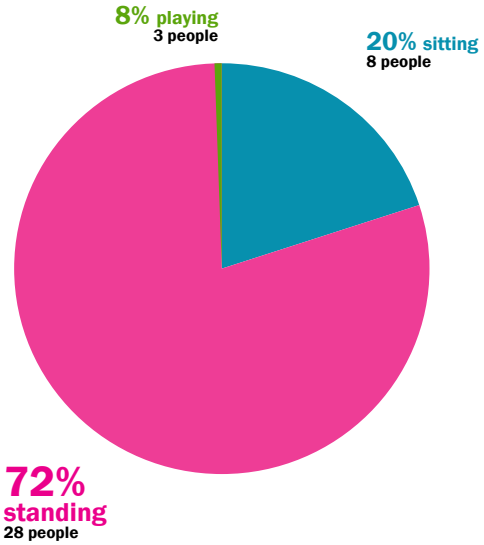
The north forecourt is not significantly occupied during the summer months. The Civic Square has little activity along the street edges, indicating that it is operating more like a park than a lively urban place. There are few active uses along the streets or City Hall itself that would bring animation to the square. The internalized pathways and seating arrangements create an introverted space.

Sitting
Standing
Playing
Vending
Busking
Panhandling

Activity Count
Source: Field Survey
Time: 10AM–4PM
Date: November, 2010
Weather: Fair
*Area in grey represents area not surveyed.

Winter Activity Total

40 people



Source: mapping based on information provided by the University of Saskatchewan.

Transit Mall Activity Count (Summer)

The Transit Mall is a functional space where people wait, alight, or leave the bus. The Transit Mall provides seating and gathering space on the north and south side of the street between 2nd Avenue North and 3rd Avenue North. During the summer, a substantial number of people cluster onto the sidewalks where 48% stand, 51% sit, and 1% play. During the winter these numbers show that 87% stand, 13% sit, and 0% play. The street furniture provided at the transit mall is well occupied in the summer.

Sitting
Standing
Playing
Vending
Busking
Panhandling

Activity Count
Source: Field Survey
Time: 7AM–7PM
Date: June, 2010
Weather: Fair

Note: Dots represent volumes of people placed in relative geographic location.
They do not represent actual locations of each person as many overlapped.

Transit Mall Activity Count (Winter)

Sitting
Standing
Playing
Vending
Busking
Panhandling

Activity Count
Source: Field Survey
Time: 7AM–7PM
Date: November, 2010
Weather: Fair

A well-used bus mall

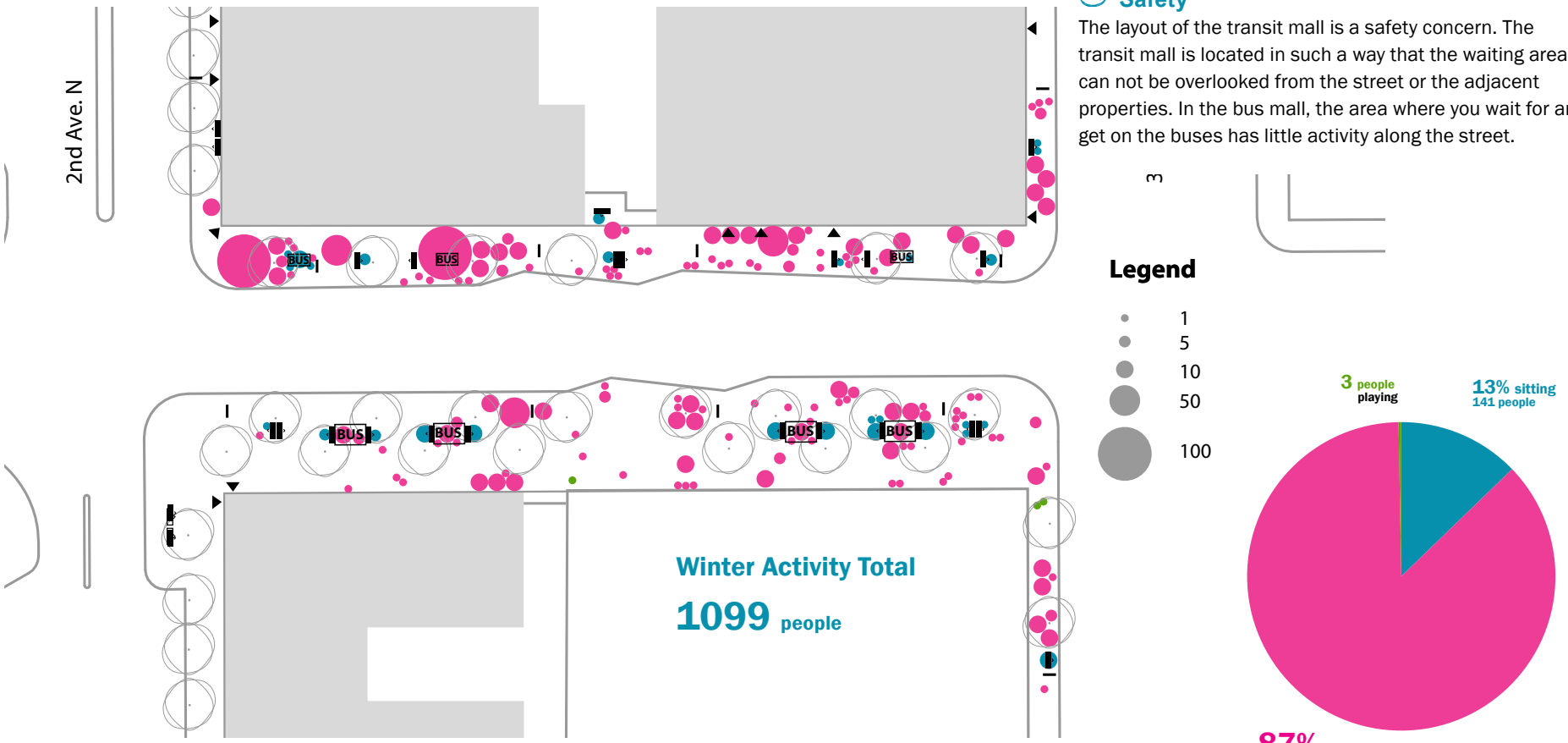
The Transit Mall accommodates the movement of many people throughout the year. It is well-used in the summer (1924 people observed) and the winter (1099 people observed).

Lack of shelter

Although there are many public benches in the bus mall they accommodate only about 50% of the people waiting for the bus. Observations show that people are using most of the public seating in the summer time and during winter 13% of the people were observed seated, mostly within the shelters. Heated waiting area is limited to a small transit customer facility.

Safety

The layout of the transit mall is a safety concern. The transit mall is located in such a way that the waiting areas can not be overlooked from the street or the adjacent properties. In the bus mall, the area where you wait for and get on the buses has little activity along the street.



Note: Dots represent volumes of people placed in relative geographic location.
They do not represent actual locations of each person as many overlapped.

Public space is for living, doing business, kissing, and playing. Its value can't be measured with economics or mathematics; it must be felt with the soul.

Enrique Peñalosa,
former Mayor of Bogota, Columbia

5.4 Broadway and 10th St.

Opportunities

Overview 113
Analysis and opportunities 113

1. Our natural setting 114
From a recreational riverfront... 114
From a legacy of tree-lined streets... 116

2. A live and work Civic Centre 118
From a work oriented centre... 118

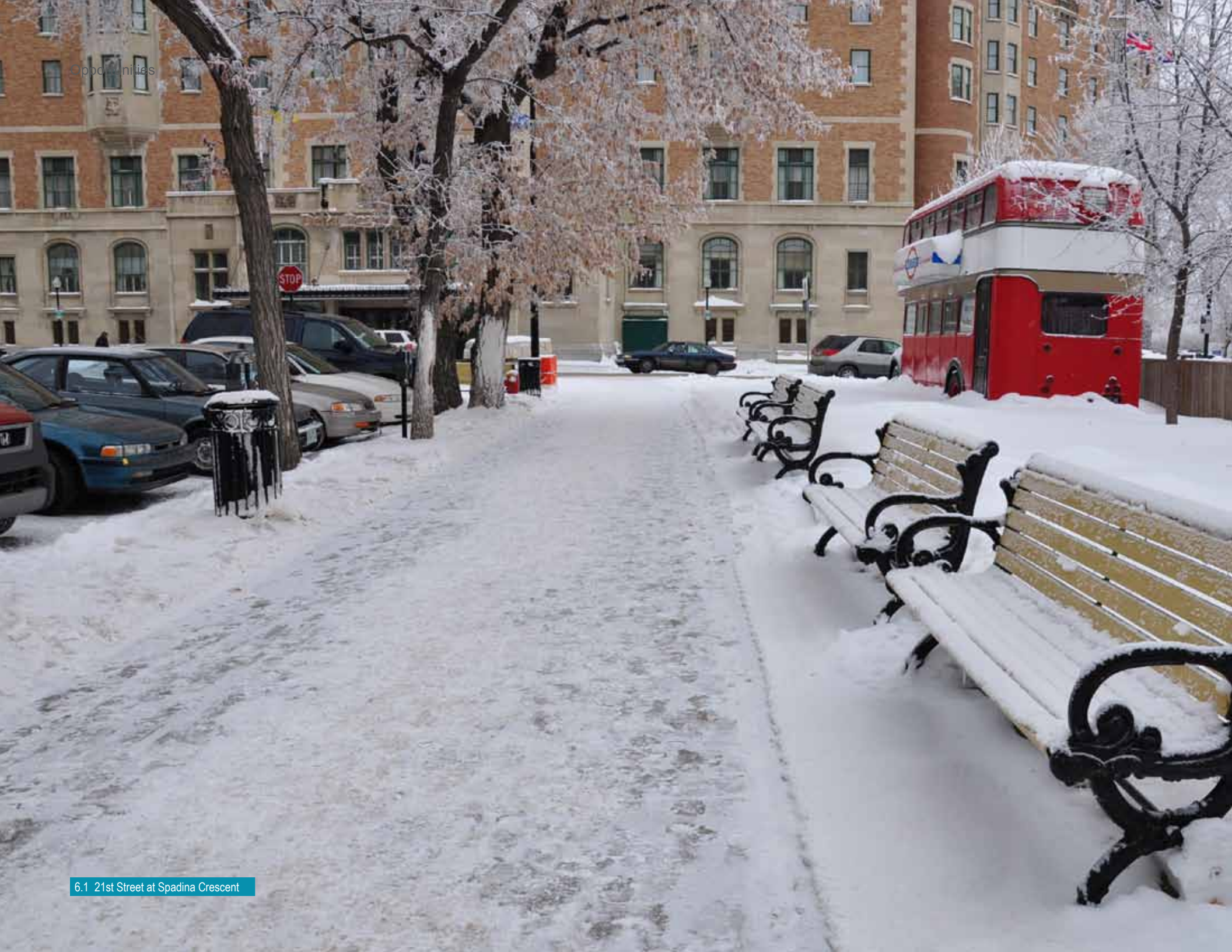
3. Welcome students 120
From peripheral educational institutions... 120

4. Walk this way 122
From an improved pedestrian network... 122
From a car dominated centre... 124

5. Beautiful street edges 126
From a few dispersed main streets... 126
From an area of single uses... 128
From too much surface parking... 130

6. A balanced approach to mobility 132
From an isolated transit network... 132
From some cycling amenities... 134

7. Invitations to stay and to play 136
From dispersed public spaces... 136
From few attractions... 138
From a 9-6 City Centre... 140



6.1 21st Street at Spadina Crescent

Analysis and opportunities

The previous sections have presented a detailed account of Saskatoon's public spaces, activity and built form conditions through individual indicators as they were observed and collected for 2010. The next section compiles and overlays the findings to create a composite picture of these conditions through analysis. Attendant to the analysis, possible opportunities and precedents are proposed for further exploration in later stages of the City Centre Plan process.

This analysis has led to key principles that can be carefully considered as the city continues to grow and change including sections addressing: the natural setting; living and working; educational amenities; the pedestrian network; street edges and architecture; transportation modes; and places to stay.

From a recreational riverfront...

Analysis and Opportunities

Saskatoon's identity is formed through its connection to the river and the way that one experiences the Meewasin Valley, the many bridges and the views across or along the riverbanks.

On page 25 of this study, the urban structure and the relationship between the city, the river and the study area is set out. The slightly lower ratio of park space to residents in the City Centre, compared to Saskatoon as a whole, indicates that green spaces should be closely examined not just for net area, but also for quality to maximize effectiveness.

Further analysis, which focused on the study area, showed that the significant green space amenities in the study area are connected to the Meewasin Valley riverbank park system, including Kinsmen Park and the Mendel Gallery site, as well as the string of riverfront parks running north/south through the study area.

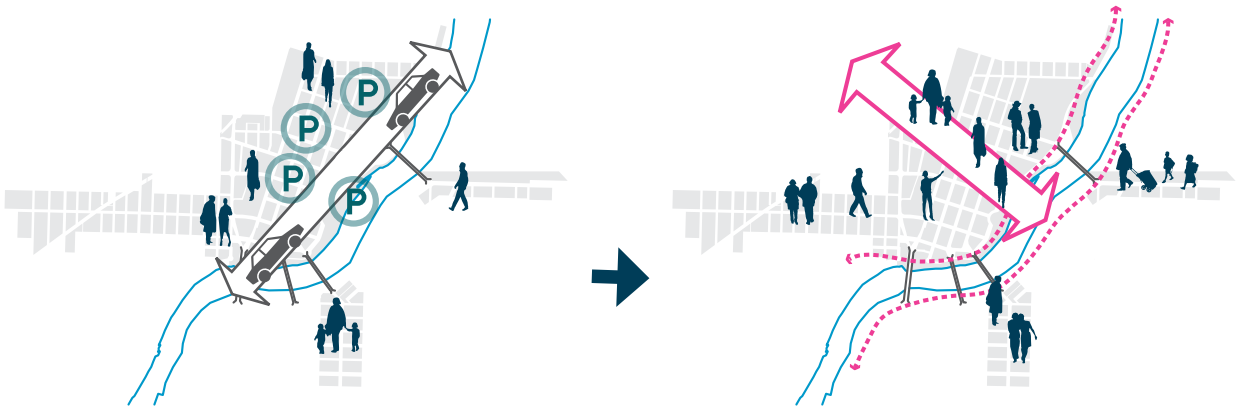
The City Centre portion of the Meewasin Valley is a highly-used and well-loved area within the city. On any given day, the park is well-travelled by people getting exercise, whether they are running, cycling or strolling. The promenade streetscape creates an amenity for pedestrians and those moving through the site that is well serviced with pedestrian lighting, trees and planting, street furniture and public art. With the exception of River Landing, the majority of the public space is designed for moving through or for passive use, with much of it dedicated to paths and naturalized landscapes. The site is perceived as being safe, and this is illustrated both through pedestrian intercept surveys and number of users.

The Spadina promenade is somewhat limited in other amenities. The study shows that at the time of this study, there is very little residential density along Spadina Crescent relative to adjacent areas within the study, as well as limited community services, shopping, nightlife and outdoor café seating. Surface parking along Spadina persists, regardless of the development potential of the city's riverfront sites.

The stationary activity study found that people use the riverfront parks well in the summer months, especially at the Red Bus and the Vimy Bandstand. In the fall and winter, users drop significantly with colder weather and fewer activities occurring on or near these sites. While many people gather on the riverbank sites for summer festivals and activities, it is not a gathering destination used for political functions, protests or public meetings.

The Meewasin Rink was not yet operational for the winter season when this study commenced. This amenity does addresses some of the limitations on winter activities found in the public space observations.

Many opportunities exist to enhance and build on Saskatoon's finest asset, the River Valley.



From good connections to the river edge, to a riverfront with multiple destinations and activities.

...to a people-oriented riverfront destination

6.2 Park café, Breda

Provide sheltered spaces and year-round amenities along with public programming along the riverfront. Pavilions and shelters provide year-round places to stay and rest.

6.3 Waterfront plaza, Tel Aviv

Develop or enhance riverfront squares at the ends of major streets like 20th, 22nd and 23rd Streets. Waterfront squares at the end of major streets help connect the city and bring activity to the riverfront.

6.4 Riverfront, San Antonio

Continue to develop the riverfront as a destination for winter, summer, daytime and evening uses. Restaurants and cafés along the riverfront would bring life to the river and offer scenic views to diners.

6.5 HTO, Toronto

Look for opportunities to safely connect the City Centre to the river's edge and bring people in closer proximity with the water.

6.6 Promenade, Brighton

Encourage active building frontages along the riverfront including places to sit and eat outside.

6.7 Millennium Bridge, Newcastle upon Tyne

World-class bridges can define the image of the city and attract tourists by celebrating scenic views. Bridges that give priority to pedestrians and cyclists can be lightweight, beautiful and iconic — as this one is in Newcastle.

From a legacy of tree-lined streets...

Analysis and Opportunities

The previous page illustrates the strength and importance of the riverfront, and this asset is further supported through the area's grid system, which allows the majority of streets to have views of the river valley amenity.

Views and vistas create a connection to the river's green areas, providing a visual link from and to, the rest of the city. The Views and Vistas map on page 81 outlines that these views to landmarks and nature are extensive within most of the study area. An exception is 20th Street west of Avenue D that has no view to the river. Broadway Avenue can be used as an example of what occurs when a major view corridor is blocked by a large structure. A bulky condominium located at Broadway and University Crescent terminates the vista down Broadway from 8th Street toward the river. Planning foresight would have articulated the importance of the view at this building site and ushered development that would have preserved this public asset. It stands as an example that further preservation of views and vistas should be considered to maintain public visual access to the river in key areas.

In reviewing the area's extended green network, it was determined that physical connections to the river are not fully integrated with the City Centre. Only a few of the streets create a contiguous green route to the riverfront and east/west connections are notably absent in the map on page 59, with the exception of 21st Street and 25th Street. Major streetscape improvements that have not yet been completed, like College Drive, 20th Street East, 22nd Street and Idylwyld Drive, are significant gaps on the Centre's green network to the river.

The city's streetscape palette includes street trees primarily in curb-side amenity zones with added centre median mixed-planting on 25th Street, Broadway, and parts of 23rd Street. The boulevards in the study area are primarily hard surfaces, with the exception of a few grassed areas. Those that remain grass-surfaced are typically under maintained and under-utilized, but their soft surface does absorb some of the storm water run-off and snow-melt from the sidewalk catchment area. Current streetscape standards do not include permeable surfaces or plantings to specifically manage water drainage from the sidewalk or the roadway.

Analysis of the study area's landscape and urban forest indicates that the city has some individual spaces that, with further attention, could contribute toward a great green network. Physical and visual green connections should be better optimized and integrated into the overall urban structure of the City Centre.

Existing Public Space

- Parks
- Squares & Plazas
- Privately Owned - Publicly Accessible Spaces
- Upgraded Streets

Opportunities for potential New Public Spaces

- Major Civic Square
- Minor Civic Square
- Park
- Waterfront Plazas
- Upgraded Street Improvements

From a centre with good street trees to a City Centre with an extended green network.

..to an extended green network

6.8 Green Street, Portland

Look for opportunities for sustainable water management within the streetscape. Water can be integrated as an ecological feature of streets leading to the riverfront.

6.9 View corridor, Vancouver

Cities like Vancouver have strict policies in place to protect view corridors from developments that block or encroach on vistas. Resulting urban forms, like slender towers, are modelled directly by the protected views.

6.10 Streetscape water management garden, Malmo

Promote lively building frontages to the river with a mix of uses. Layered landscapes can include cafés and sustainable drainage systems within a green streetscape.

6.11 Green Street, Paris

Connect streets to the river using trees and landscape enhancements.

6.12 2nd Ave., Saskatoon

Green pedestrian streets create comfortable shopping environments.

6.13 Street-side water feature, Charleston

Water features can thematically connect the riverfront to the City Centre. The success of River Landing's water feature suggests that new amenities may be well-used.

From a work oriented centre...

Analysis and Opportunities

Approximately 3 % of the Saskatoon's population and 22% of the city's workforce are located in the City Centre.

The City Centre is home to a good number of seniors and twenty-somethings, but families and children are currently under represented with just over five hundred children living in the study area. The vast majority of those residents in the study area live between 23rd Street and Queen Street.

The CBD is the city's primary employment centre and an economic engine for Saskatoon. Because the CBD is predominantly commercial, it is busy during the day and considerably less active in the evening, as indicated on pages 94–97.

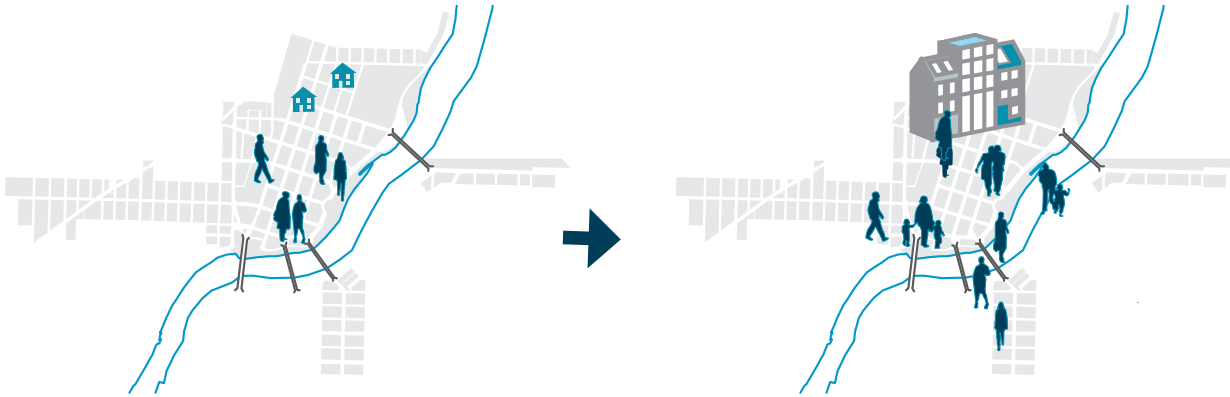
In reviewing indicators for Land Value to Assessment Value ratio, building heights and surface parking area, the study found that there is ample under-utilized land in the downtown area. There is an enormous opportunity to accommodate more housing, employment and retail businesses downtown as illustrated on pages 55, 77, and 79.

The proximity to services, amenities, and major educational institutions is notable in assessing the livability of the study area. In the analysis of community services (page 39), the study area fared well, with the exception of access to fresh food which has been an ongoing challenge for much of the study area, with the exception of Broadway Avenue.

Access to amenities and transportation choices are also born out through analysis of the modal split for the study area. When residents in the City Centre need to get around, they choose the motor vehicle only 57% of the time, compared to the city-wide user rate of 86%.

The perception of safety surveys are key in assessing the urban quality as it relates to living and working in the area. In this survey, areas with high residential density were reported as feeling quite safe, while areas with limited activities and extensive surface parking were not. Areas with evening activities, but limited residential uses were also considered to be unsafe.

Saskatoon is in a period of growth, where employment opportunities are increasing at a faster rate than the population. This is the time to concentrate on balancing growth in the outskirts of the city with growth in the City Centre.



From a sparsely populated City Centre to a live/work/play City Centre.

...to a place to live and work

6.14 Affordable housing, Amsterdam

Encourage a range of affordable housing choices for a broad range of residents. Housing that includes larger units and protected amenity spaces for playing would make the area a more attractive place for families.

6.15 Live/work studios, Amsterdam

Flexible live/work units with retail on the ground floor would promote smaller, creative businesses that rely on social exchange and lower overhead.

6.16 Újbuda City Centre, Budapest, Hungary

Strengthen the retail core and connections to Midtown Plaza. Integrating Midtown Plaza with the street by wrapping the mall with street-related retail would strengthen the Central Business District.

6.17 Adaptive-reuse, Toronto

Foster adaptive reuse and create flexible live/work spaces within the City Centre. The area has a large stock of older buildings that have good potential for adaptive-reuse.

6.18 North Beach at night, San Francisco

Develop a night-time pedestrian network with evening attractions along 20th Street, and the Central Business/ Warehouse District, night-time restaurants and active uses help create a feeling of safety in the evenings.

6.19 Westside Market, Cleveland

Access to fresh food such as grocery stores, butchers, and bakers within walking distance would make the City Centre more livable and help promote healthy living as well as being social places.

From peripheral educational institutions...

Analysis

École Victoria School, Saskatchewan Indian Institute Technologies, and the UofS Edwards School of Business are the major educational facilities within the City Centre. Currently 473 post-secondary students live in the study area, and 1,375 students are studying there.

The City Centre is well positioned geographically to enhance its identity and function as a creative knowledge centre. It is positioned strategically, with the University of Saskatchewan along the College Drive arm of the study area, and with SIAST along its western flank. But the City Centre does not have a centralized critical mass of educational institutional amenities or student support businesses.

Physical connections between SIAST, the University of Saskatchewan and the CBD are a challenge for pedestrians and cyclists. College Drive is the major connecting street between the University and the CBD, and it sees the fifth highest pedestrian user rate in the summer months of the study area. College Drive is a major arterial roadway, with no on-street cycling amenities, forcing cyclists onto the sidewalk from the Spadina all the way to Preston Avenue. The sidewalk is a limited amenity, with narrow widths and no streetscape upgrades. The majority of the transit facilities are on campus, avoiding College Drive all together.

Access from SIAST to the CBD is hindered by the north downtown City Yards, CP and CN rails, which sever Idylwyld from the CBD. 25th Street is currently being extended from 1st Avenue to Idylwyld Drive, which will improve connections between SIAST and the CBD.

With only 473 students living in the study area, the City Centre could take better advantage of the proximity to both of the major educational institutions. Maps of the study area's residential densities indicate that the housing stock is extremely limited. Recent developments within the study area have focused exclusively on seniors, or on higher end condominium development. As the UofS aggressively adds 3700 units of student housing to their existing stock, the City Centre may suffer from limited student residential growth as the College Quarter Development reaches full build-out.

In analyzing the opportunity for the City Centre to become a creative knowledge centre, access to amenities that are the specific needs and wants of the student users is extremely important. In the study area, a concentration of evening activities, nightlife and entertainment within the study area is a notable draw for that demographic. Further densities around retail and community services may also be attractive to the twenty-something city dweller.

Young adults and students bring life and vitality to the city. Student should be encouraged to live in and engage in the public space of the City Centre both day and night. A City Centre that is attractive to students will help retain talent in Saskatoon, and help build a creative knowledge hub in the City Centre.

From a City Centre with a University and a Technical College at its edges to a creative knowledge centre.

...to a creative knowledge hub

6.20 North Toronto Collegiate Institute, Toronto, Ontario

Encourage more educational facilities and programs to locate in the City Centre. Primary, secondary and post-secondary institutions can function effectively in the City Centre while contributing positively to the life of the area.

6.21 Student housing, Copenhagen

Locate student housing in the City Centre. This would bring more life to the center and help build a bond between the students and the city.

6.22 Outdoor amphitheater, Hammarby Sjöstad

Students and youth occupy public spaces in more casual ways than older citizens. Facilities should provide public spaces that are conducive to studying and socializing al fresco.

6.23 Basket Bar, Utrect University, Utrect

Mixing other uses with institutional buildings can create dynamic relationships within the area. Sports and recreational functions animate the street and attract other people.

6.24 The Hub King's Cross, London

Attract more incubator businesses and offices to the City Centre. Like the Business Incubator at River Landing, these amenities create further opportunities for student employment following graduation.

6.25 Westblaak Skatepark, Rotterdam

Develop public spaces that encourage youth activities. Students and youth enjoy playing in the city and exploring the relationship between their bodies and the city through activities such as long boarding, parcour, and basketball.

From an improved pedestrian network...

Analysis and Opportunities

The City Centre's pedestrian-scaled grid of city streets has a flexible and legible urban pattern that makes it easy to get around. Improvements on 21st Street, 2nd Avenue, and Broadway Avenue represent significant achievements for the City and have already demonstrated the value of improving the public realm with their strong retail presence, low vacancy rate, and formidable pedestrian activity.

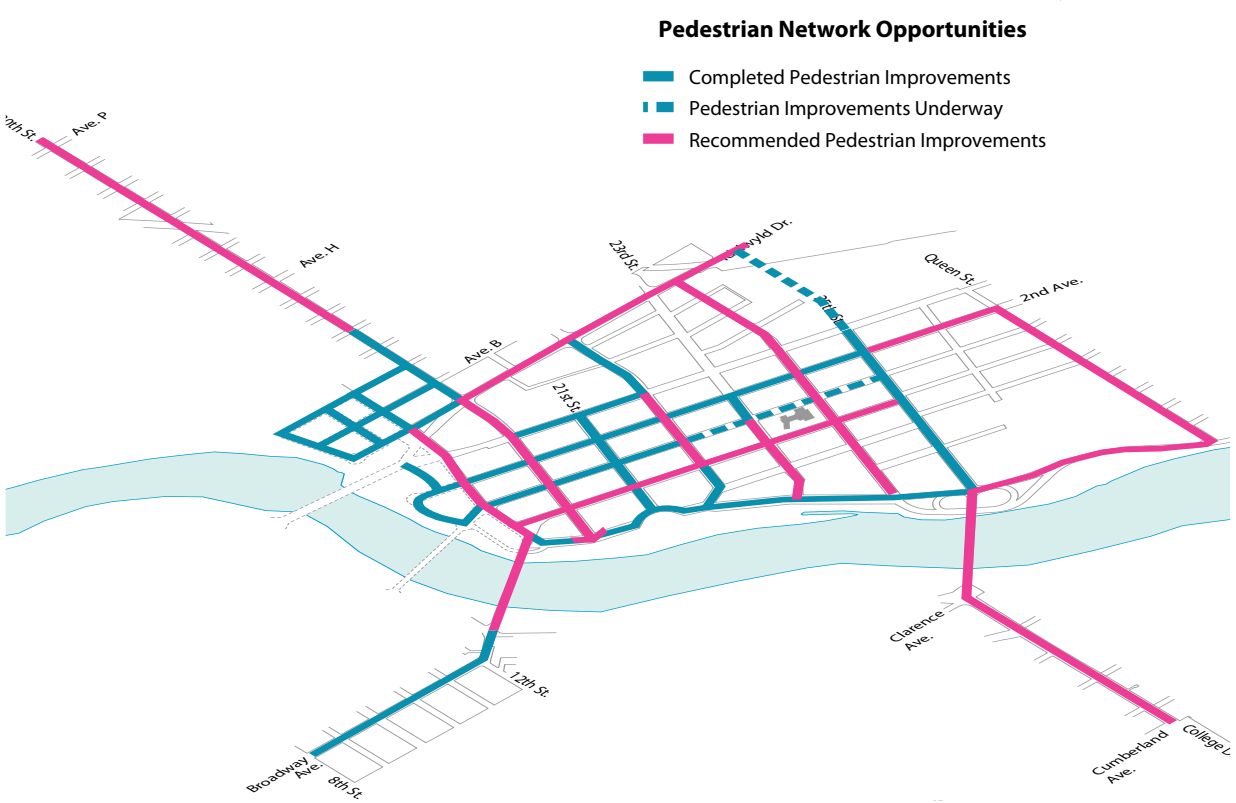
Although many of the streets have been enhanced for pedestrian comfort, they do not yet form a comprehensive pedestrian network, as illustrated on page 61. Pedestrian network opportunities include the extension of, and connection to, previous streetscape improvements.

The edges of the City Centre are dominated by vehicle traffic that divides residential neighbourhoods from the study area (p.89). Surrounding the City Centre is a ring of diverse neighbourhoods including City Park, Caswell Hill, Varsity View, Riversdale, and Nutana. These neighbourhoods are pleasant and walkable, but do not have strong connections to the City Centre. Quality connections between the centre and the surrounding neighbourhoods should be developed.

There is no clear pedestrian street hierarchy within the City Centre. The resilience and flexibility of Saskatoon's street grid offers the potential for a differentiated street network that accommodates all modes of travel while giving priority to the social function of pedestrian space.

Pedestrian counts outline the quantity and location of the highest used pedestrian routes within the city. Pedestrian numbers are highest in the shopping areas which also have the greatest degree of architectural and public space urban quality (for example 21st Street, 2nd Avenue and Broadway Avenue). The counts show that rather than falling off in the colder winter months, total pedestrian counts in November were higher than in June. This indicates that Saskatoon's pedestrians do not avoid the sidewalks when the weather drops below zero. Knowing that people are moving in the streets at this time of the year, more could be done to accommodate people, and encourage them to stay in the public spaces in the colder months.

The map below illustrates areas to focus on for creating a comprehensive pedestrian network. Further work could be done following this study to determine how the pedestrian network could be considered hierarchically to cluster key pedestrian activity areas, while still supporting high quality secondary pedestrian streets that are quieter in nature.



From a CBD with poorly linked radiating main streets at its edges to a City Centre with strong streets, laneways and paths.

...to an irresistible pedestrian network

6.26 River Landing, Saskatoon

Expand a pedestrian network of streetscapes and greenways to ensure continuity of the pedestrian realm and connection to public spaces and neighbourhoods. Include the bridges in the network.

6.27 O'Connell Street, Dublin

Streets and public spaces can be unified as continuous and shared places with routes delineated through pavement treatments, colour or texture changes rather than curbs, gutters, asphalt and stripes.

6.28 Simone de Beauvoir Bridge, Paris

Improve pedestrian conditions on the bridges to accommodate different modes of mobility with ample space and protection. Redesign pedestrian restricted bridge intersections to allow for safe crossing.

6.29 Garscube Link, Glasgow

Strengthen the neighborhood identity of each distinct area within the City Centre with public art and wayfinding to support orientation.

6.30 Multi-modal Street, Vancouver

Improvements to intersections such as safety islands, crosswalk markings, pedestrian signals and planting can make arterial roads with heavier traffic volumes more comfortable for pedestrians.

6.31 Revitalized laneway, Melbourne

Develop a laneway revitalization program to create new public spaces within the city. Laneways are sheltered, informal and offer a human-scaled space away from the bustle of city streets.

From a car dominated centre...

Analysis and Opportunities

Growth in the population of Saskatoon has led to more vehicles in the city, longer commuting times, and increased pressure on the arterials in and around the City Centre (page 89). With 35,000–40,000 users per day, Idylwyld Drive and College Drive present formidable barriers to the connectivity of the City Centre. The University Bridge, with 40,624 users per day, also feels this pressure as people use the bridge to move *through*, but not always *to* the City Centre.

Surface parking in the City Centre has grown in response to the volume of motor vehicle users, and it dominates the urban landscape of the study area, as indicated on page 79.

The traffic on Idylwyld Drive has potential to be redefined into a multi-modal corridor, with the opening of the city's Circle Drive South Bridge in 2012–2013. It is anticipated that much of the truck traffic that currently moves through the City Centre will instead be diverted along Circle Drive. An alternative approach to transportation on Idylwyld Drive would create a more comfortable place for pedestrians and cyclist to travel, as well as encouraging better connections between the CBD, Riversdale, Caswell Hill and SIAST.

A more balanced approach for mobility that prioritizes life in the City Centre rather than simply increasing transit or cycling use would improve the vitality of the City Centre. Through traffic with no business in the City Centre should be redirected and a reduction in vehicle traffic volumes and speeds should be slowly encouraged.

The wide right-of-way widths within the City Centre offer the potential for generous sidewalk widths and cycling facilities in addition to providing adequate traffic and parking capacity.

6.32 A possible future for 1st Ave., with active uses lining Midtown Plaza

From a City Centre that encourages driving to a people-oriented City Centre.

...to a people-oriented centre

6.33 Multi-modal crosswalk, Paris

Create a traffic—calmed city centre. Traffic calming, speed limits of 30–40km/hr and narrow, well marked crosswalks create the feeling of safety and prioritize pedestrian travel. Allow more time for pedestrian crossing.

6.34 Shared street Elwick Road, Ashford, Kent

Progressively reduce amount of through traffic in the area. Many European cities are creating shared streets relying on people to communicate and negotiate movements and have proven to be safer than marked crossings.

6.35 Pedestrian lighting, Budapest

Pedestrian lighting can improve the perception of safety, attract people in the night and has the potential to contribute to the feeling of a place.

6.36 Snow clearing, Thunder Bay

Maintain snow clearing with priorities on sidewalks and bicycle paths. An aggressive snow clearance and removal program can ensure a comfortable and accessible winter city.

6.37 Sidewalk textures provide character and accessibility, the Netherlands.

A continuous, connected pedestrian network can connect neighbourhoods to the City Centre. Details such as texture strips and curb cuts can help with accessibility and add character to the street.

6.38 Gansevoort Plaza, New York

Develop a pavement to parks program. Cities across North America are starting to re-appropriate paved areas by converting them to public spaces. These places create public spaces with minimal initial investment and risk.

From a few dispersed main streets...

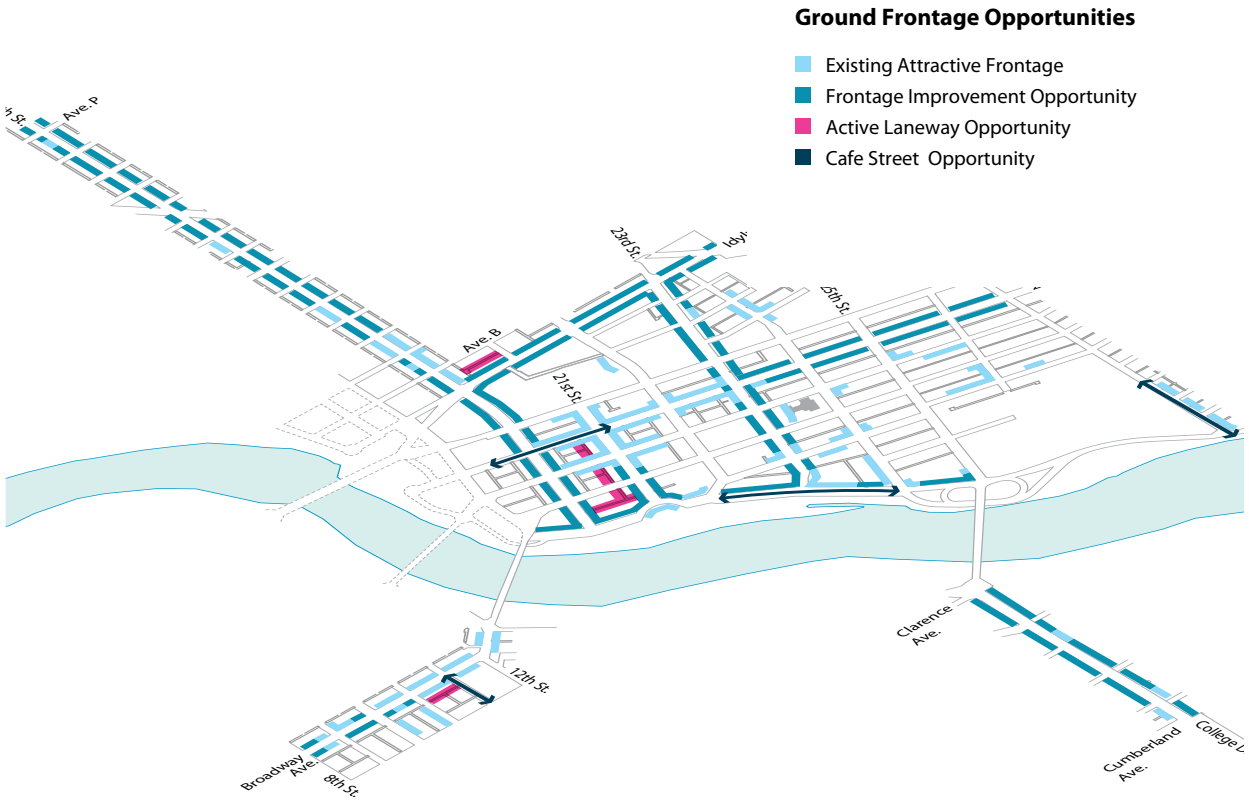
Analysis and Opportunities

Saskatoon is a city with a human scale. The map on page 77 illustrates that most of the buildings in the City Centre are between three and five storeys allowing for sun and sky views.

The City Centre has some heritage buildings that contribute to Saskatoon's unique character. The early 20th century main street character is predominantly defined by finely-scaled shops which offer a diversity of interest and protection from the wind and cold. The City should continue to protect and celebrate its heritage buildings. Adaptive reuse should be encouraged as these buildings are not just beautiful landmarks, but also attract alternative businesses to the city.

Page 75 records the quality of the ground floor frontages, and through this analytical tool establish areas which are the strongest according to criteria of active frontage, multiple doors and architectural details. Using this criteria, 21st Street, 2nd Avenue from 19th Street to 23rd Street, Broadway Avenue, and 20th Street between Avenue B and C, all ranked as the most attractive. These areas of the best ground floor frontages are also where the concentration of pedestrian-oriented retail is located (page 43), good perception of safety, and the highest pedestrian numbers can be found, indicating a strong correlation between strong architecture with active frontage, and commercially-successful community building.

The map to the right indicates opportunities for creating a more comprehensive ground-floor frontage network. As the city grows and development pressures are felt in places like 21st Street and Broadway, further opportunities could present themselves for small, local independent retailers along 20th Street, 3rd Avenue, 2nd Avenue north of 23rd Street, or along 23rd Street.



From a City Centre with short lengths of interesting buildings to a city centre with vital street edges.

...to a network of active streets

6.39 Cady's Alley, Georgetown, DC

Celebrate and revitalize the heritage buildings. In this quiet alley of Georgetown, a mixture of modern infill and heritage buildings help create activity. Quality paving materials and planting help complete the street.

6.40 Street café, New York

Create a network of active ground floor frontages that define the street edge. Sidewalk cafés are the most convivial of active frontages bringing good food, conversation and people watching into public spaces.

6.41 Open façade, Flint, Saskatoon

Encourage transparency and permeability of more buildings at grade. Along sidewalks and streets, buildings can open up in seasonal weather and connect the life within the building with the public realm.

6.42 Active frontage in winter, Toronto

Active building frontages with large shopping windows help light up and animate the street on a winter night. Prohibit blank façades at street level.

6.43 Parking lot food carts, Portland

Ensure that streets are defined by buildings or active edges rather than parking. Temporary food carts line the edge of a surface parking lot in Portland. These carts create an strong edge and attract people.

6.44 1st Ave., Seattle

Quality materials and details combined with planting and street furniture help animate the active frontage of main streets. Introduce architectural controls to ensure active frontage and architectural character in new development.

From an area of single uses...

Analysis and Opportunities

Mixed-use buildings were the norm in the City Centre before the development of modern zoning and land-use policies. Main streets with retail at grade and offices or residential above defined the City Centre prior to the Second World War.

In analysis of the maps for residential density, services, amenities and retail uses, there is a clear delineation between the residential buildings and most of the other buildings within the study area, with the exception of some of the buildings that date from the nineteen-tens and twenties. While there is limited mixed-use in the study area, some recent buildings, including the Bay Lofts, the King George, the Rumley Building and The Luxe on Broadway are new retail/commercial structures mixed with residential uses. These projects were under development throughout the study period, and the city has yet to see the benefit of full occupancy of the retail and residential units.

Further examination of the maps relating to surface parking, building heights and land value to assessment ratio all indicate that there are ample sites that are underdeveloped and could readily be developed as mixed-use buildings. The distribution of green space in the study area indicates that there are few green amenities west of the riverbank. Residential mixed-use facilities could be sited to take advantage of the existing amenities, like the Meewasin Valley, the Civic Square or Kinsmen Park, or they could introduce new private and publicly accessible open spaces within their development complex.

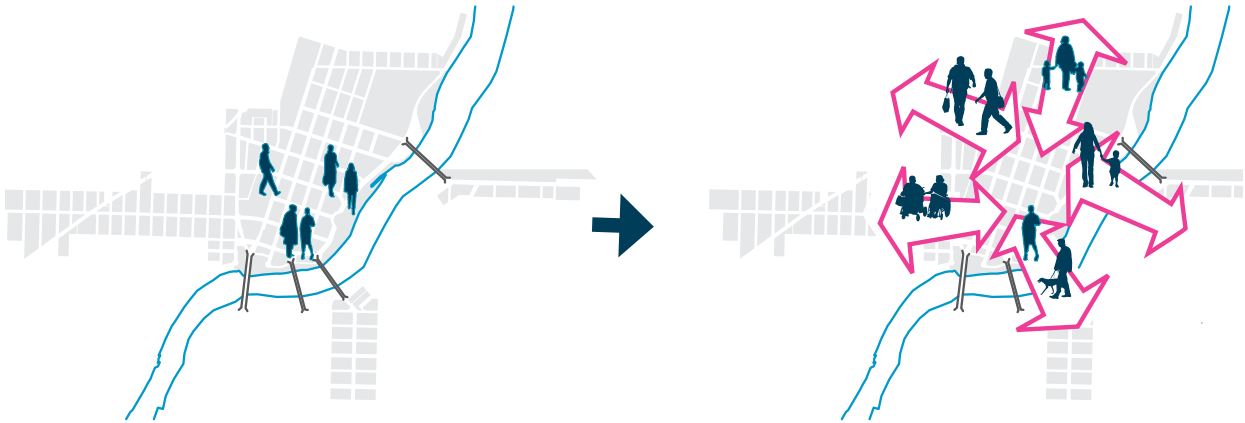
Mapping of the perception of safety shows that the residential neighbourhoods are considered safe by users in the study area. Counter to best practice, the areas that are active with night-life are also considered to be potentially unsafe. Consideration for increased evening activities could therefore be made in concert with increased residential uses in the City Centre neighbourhoods, and residential programs could actively be employed to monitor and deter illegitimate behaviour in areas that are perceived as unsafe. Commercial uses are more successful in mixed-use areas as restaurants and shops are supported by both workers and residents.

At 57%, the mode split for those that live in the City Centre illustrates that the area is attractive to people who can not or will not drive motor vehicles a majority of the time. Residential and development incentives for the City Centre should ensure that traffic impacts accurately reflect not the city-wide modal split of 86.2%, but the more balanced modal split demonstrated by the City Centre residents.

Areas that promote living and working reduce travel distances while increasing the access to services and amenities. Successful communities have a full range of local services and facilities, including commercial, educational, health, and civic uses in close proximity. When mixing uses within a building is not possible, side-by-side or infill buildings can mix uses in close proximity.

Mixed use and residential buildings should be developed to fill in the vacant spaces of the City Centre. Preferably, new buildings should have narrow frontages and active uses at grade.

Flexible, building types have emerged that offer innovative ways of bringing non-residential uses into housing areas, and residential buildings into the commercial core. Cities like Vancouver, Toronto and Montreal not only accommodate full service grocery stores in their city centres, they integrate other big box retailers like Costco and Canadian Tire through mixed-use strategies and finely grained active-frontage infill development.



From a City Centre of single uses to mixed-uses throughout the City Centre.

...to a mixed use centre

6.45 Agnes Lofts, Seattle

Encourage mixed-uses within the area, block or building. Develop policies for requiring retail at grade in specified areas of the City Centre.

6.46 Retail mews, Sandnes, Norway

Insert compatible employment uses along laneways, mews or block courtyards. Above, commercial uses brighten up a mews with housing.

6.47 Adjacent historic and contemporary buildings, Washington D.C.

Heritage buildings nestled within a modern infill building that houses offices, residential and retail uses.

6.48 Django Building - Amsterdam

Develop small public squares or parks as buffers between uses that require 'breathing space'. A small open space separates commercial spaces from residential uses.

6.49 Chashama: temporary art gallery Storefront, New York

Encouraging temporary uses such as artist studios or craft workshops to add life to under-utilized ground floors in buildings. Temporary art galleries attract street life in a re-purposed industrial building.

6.50 The Sinclair Building, Sheffield

Residential and retail uses are active at night while the office is dark in this small, mixed-use, mid-rise building.

From too much surface parking...

Analysis and Opportunities

Fully 26% of the blocks of the city centre are dedicated to surface parking and structured parking occupies even more land (page 79).

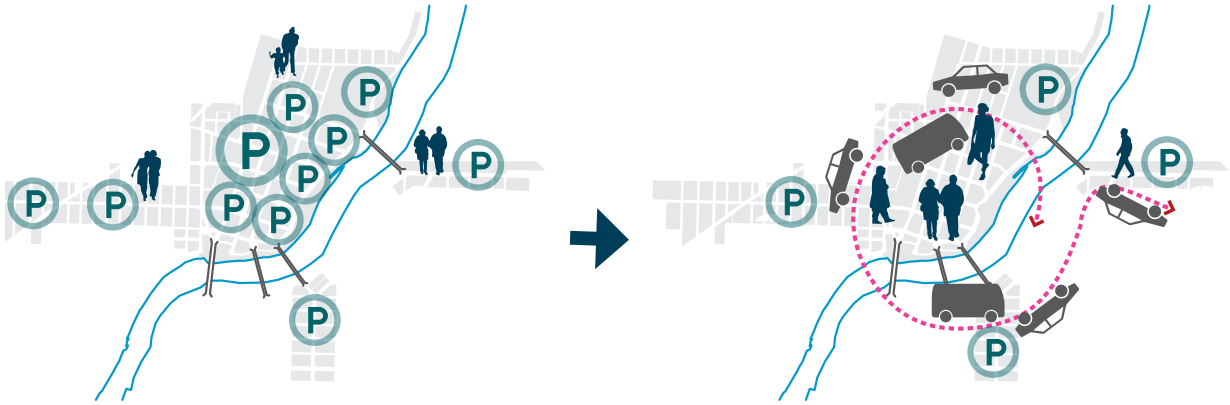
Surface parking at grade results in a break in the continuity of the urban fabric and creates visual blight. As illustrated in a number of maps in this document, the areas with the highest concentration of surface parking have no other amenities, few people, and no or limited green spaces. They feel unsafe because there are no people in these areas.

Low quality landscaping and neglected maintenance is typical with these sites. The surveys and maps indicate large areas of the city that are dominated by the surface parking also have poor snow removal, muddy conditions, and no visual interest or pedestrian interface. Surface parking creates an inhospitable pedestrian environment, represents an under-utilization of real estate, and signifies an abandonment of valuable downtown land.

In certain areas or on some streets, surface parking is more disruptive than on others. In the short term, key shopping streets and areas with special character should be identified and work should be done to ensure that no further surface parking is allowed. These streets include 2nd Avenue from 19th Street to 24th Street, 21st Street, College Drive, 20th Street and Broadway. A good example of this is Broadway Avenue, where there is very high on-street parking usage and limited surface parking lots. Where there is surface parking, such as the strip mall retail developments at 11th Street and 9th Street, the continuity of the retails shops is broken. Especially on this street, the value of the property, the popularity of that neighborhood as a retail location, and the consistent pedestrian usage in all seasons and into the evening indicates that these under-utilized sites could be better developed.

Structured parking with no active frontage at grade should also be avoided to ensure that the continuity of the active urban fabric can be achieved. Careful consideration should be made to locate vehicular access in such a way that it is not a significant disruption to the pedestrian fabric.

In 2011, the City of Saskatoon has implemented a Vacant Lot Incentive program to encourage the development of under-utilized sites in the city's core areas. In the future, urban quality studies will be able to determine the success of this program in encouraging development on the parking lot sites within the City Centre.



From a centre with excessive surface parking to a managed parking system.

...to well-managed parking

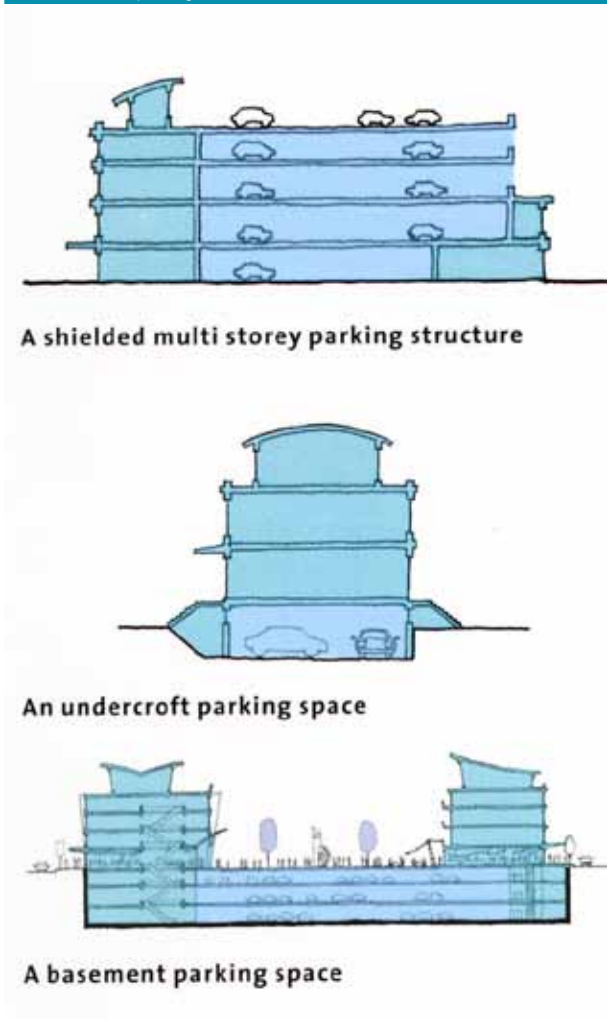
6.51 Structured parking above retail

Structured parking is almost hidden in this building, sandwiched between the retail at grade and the residential above.

6.52 Mountain Dwellings, Copenhagen

Housing sits above parking and retail units at grade. The parking is screened with a perforated mural of a mountain scene.

6.53 Structured parking solutions



There are a variety of solutions for integrating parking within buildings and avoiding parking at grade. Line at-grade parking with active uses, set parking 1/2 level below grade with a raised ground floor, or keep it all below grade.

6.54 Post Office Square, Boston

Encourage underground parking. Five levels of parking are hidden below this park in Boston.

6.55 Park and Ride, Austin

Consider policy changes to encourage fewer vehicles in the centre including park and ride, car pooling and ride share, and gradual reduction of surface parking sites over time. Use parking charges as a tool for change.

From an isolated transit network...

Analysis and Opportunities

Although the frequency and quality of transit service can always be improved, the City Centre is relatively well-served by buses (page 84). In assessing the City Centre for transit's contribution to urban quality, one needs to look to transit shelters and amenities, how transit integrates into a balanced transportation approach, and how transit users as pedestrians benefit from the environment around the transit stop or transfer point.

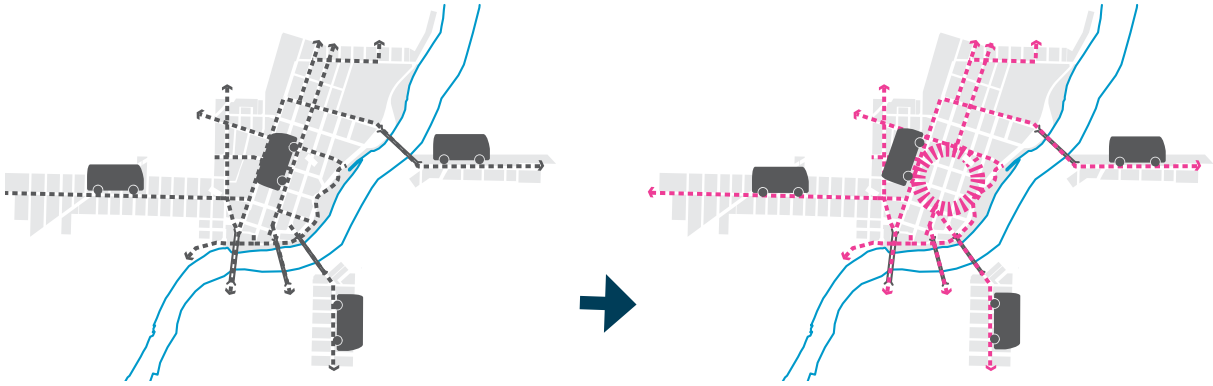
Streetscape improvements outlined on page 63 indicate that some of the major transit routes have this higher level of amenity, but not all. 25th Street, Broadway Avenue and Spadina Crescent (CBD) have upgraded streetscapes, while significant portions or all of College Drive, 20th Street, 23rd Street and 1st Avenue, do not. The map on page 85 indicates that 3rd Avenue is a major transit corridor, and at the time of writing this report, 3rd Avenue was undergoing streetscape improvements including transit amenities such as benches, street trees, transit shelters, and large, expanded bus bulbs.

A closer look at amenities, like bus shelters and benches at bus stops, indicates a need for substantial improvements in the study area. Existing benches in the City Centre accommodate on average only 50% of the people waiting for the bus. In the winter, only 13% of the people waiting for the bus were located within the shelters. The 14 bus shelters in the study area are unheated and poorly maintained, with snow build-up in the winter, and litter is evident in both seasons. Below—zero average temperatures from October to April further indicate that riders would be well-served with more shelters, preferably with heating available. Route and bus status displays at stops would further support bus riders needs and possibly encourage greater ridership.

Active frontages and commercial amenities also play a strong supporting role for transit users. Ground floor frontages along some of the key transit streets (page 75) like 3rd Avenue fared relatively well with mostly attractive and neutral frontages. Other key streets like 1st Avenue, Idywyld and 25th Street rate poorly with a majority of unattractive frontages which provide limited amenity to transit users. In addition to this, access to services and amenities along the transit user's route — especially at transfer locations — such as dry cleaners, day cares, groceries, and convenience stores strongly support a successful transit system.

1.6 million people alight from the buses at the 23rd Street Transit Mall annually. Although it has wide sidewalks, shelters and benches, the Transit Mall does not have active street edges. With the exception of one, the businesses have left the street and one side of the mall is an under-utilized surface parking lot. The Transit Mall is located in such a way that the waiting areas can not be overlooked from the street or the adjacent properties, resulting in the perception that the mall is unsafe.

The Transit Mall has a reputation for being run-down and attracting illegitimate behavior. Surveys of the site found evidence of anti-social behaviour and a great deal of jay-walking. Operations of the Transit Mall result in the perception that this amenity is not for all City Centre pedestrians, rather it is predominantly a location to store busses at their transfer points. Despite strong civic policies against it, transit operators continue to idle busses when weather is above freezing temperatures, resulting in diminished air quality. The environmental conditions create strong smells and loud noises, ensuring that few other legitimate users will utilize the streetscape amenities of this area. Furthermore, trash, litter and snow removal are maintenance issues, contributing to the mall's perception as a place of significantly lesser value and lower quality than the rest the CBD.



From busses in a bus mall to a bigger role for public transit.

...to a better city for transit riders

6.56 Simon and Helen Director Park, Portland

Reconsider the bus mall as a distributed loop on a public streets with active frontages. A transit station beside a public square adds people to the life of the square. Passive surveillance contributes to the safety of both.

6.57 Heated transit shelters, Rochester

Improve bus shelters. Consider heated shelters at busy locations, and implement a comprehensive transit information system at every stop.

6.58 Dedicated bus lane, Newcastle

A one-way dedicated bus route glides smoothly through the public space of a riverfront. Paving materials and colours unite the plaza while textures and level changes indicate the bus route.

6.59 Bixi bicycles, Montreal

Integrate many modes of transport at transit hubs, including bicycle parking, rental or sharing. In Montreal, Bixis (short for bicycle taxi's) are prominently located at transit stations, and are very well-used for commuting.

6.60 16th Street Bus Mall, Denver

Consider free bus fare for major events to promote transit. 16th Street bus mall in Denver offers free transit along its length. Only busses and horse carriages are allowed on this vital retail spine.

6.61 Bus Mall, Portland

Ensure that waiting areas for public transport are perceived as safe, clean and attractive. Wide sidewalks, street trees, furniture and active frontage help make the bus mall in Portland an attractive place to catch the bus.

From some cycling amenities...

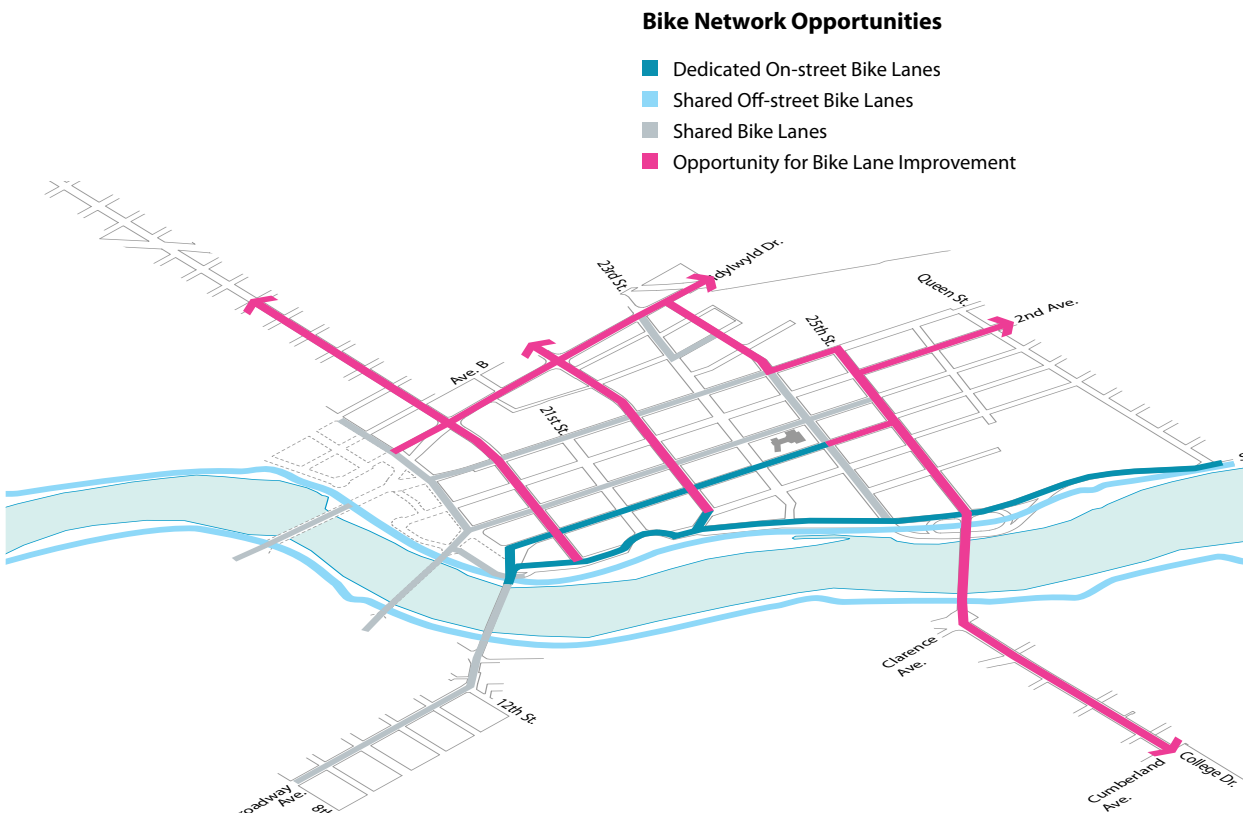
Analysis and Opportunities

A great benefit of this medium-sized city is that within 30 minutes you can cycle to the City Centre from just about anywhere in the city, amenities permitting. The City Centre's grid road system and wide right of ways provide opportunities for a comprehensive bicycle network. Challenges for cyclists persist in many areas within the City Centre. Access to the bridges is difficult as cyclists must navigate through often heavy traffic and limited crossing opportunities at all of the intersections where the bridges meet the roadways at either end. Roadway markings were found in many instances to be worn and difficult to see.

Cycling public activity studies showed that in the summer daytime counts, the University Bridge averaged about 78 cyclists an hour, and the Broadway Bridge saw around 54. Both bridges act as major connectors to significant user groups on the river's opposite side, including the Nutana, Varsity View, UofS communities and neighbourhoods farther east. The lack of bridge specific amenities prove to be a challenge to cyclists. Traffic numbers are high, forcing much of the cyclist traffic to the pathways. At 2.5m, pathways are narrow for shared-use with pedestrians and two-way movement. Winter conditions on the bridges are not ideal, snow removal ranges from moderate to poor, possibly contributing to the drop in cyclists during the snowy months.

Idylwyld Drive and College Drive both have high volumes and present desire lines for a connected network. 22nd Street has moderately high volumes of traffic and is a primary connection to the Riversdale neighbourhood. None of these streets effectively and safely accommodate cyclists. The map on this page illustrates key areas to consider when extending the area's bicycle network. The focus is primarily on the East-West connections, which currently are under represented and challenging for users.

Extending the dedicated cycle lane network is essential creating a more diverse modal split and a balanced approach to transportation in Saskatoon. A bicycle network should invite all user groups, not just the fearless and intrepid - including children and elderly people. Therefore, safety, legibility, amenity and access are absolutely crucial.



From an emerging cycling network to a door-to-door cycling city for all.

...to a door-to-door cycling city

6.62 Bike lane snow removal, Copenhagen

Improve snow removal to promote year-around cycling. Snow clearance on bicycle lanes is a priority in Copenhagen where bike lanes are cleared before vehicle lanes.

6.63 Secure bicycle parking at bike station, Seattle

Introduce bicycle facilities at key places in the City Centre and in all new city buildings. Develop a Cycling Station in the CBD with public “end-of-trip” facilities including indoor bicycle parking, showers and lockers.

6.64 Hawthorne Bridge, Portland

A key challenge for the cyclists are bridge crossings which are narrow and often congested. One solution is to widen the bridge pathway with cantilevered extensions for pedestrians and cyclists such as this bridge in Portland.

6.65 Dedicated bicycle lane and bike box, Portland

Introduce bike boxes at intersections. Bicycle boxes make left turns easier by allowing cyclists to shuffle to the left in front of cars while the light is red. Time streetlights for cycle speeds

6.66 Separated bike lane as connector, Copenhagen

Separated bicycle lanes offer more security than painted lanes and protect against vehicles parked in the bike lane. Separate bicycle signals allow for advanced movement and turns.

6.67 Lighted bike lane, Copenhagen

Implement a wayfinding system for bicycle routes LED lights embedded in the pavement indicate a cycling route through a public square in Copenhagen.

From dispersed public spaces...

Analysis and Opportunities

Stationary activity counts are closely interlinked with the quality of each public space and counts from the summer of 2010 demonstrate a relatively low level of activity. One of the highest activity levels in the City Centre was recorded at the Red Bus; a place that is on a principle axis of the city, with food, benches, and views to nature. Vimy Bandstand, Kiwanis Fountain and Mulberry's Plaza hosted much of the activity in the City Centre. These places are examples of good public spaces that have comfortable benches, proximity to the pedestrian network, sunlight, and often access to food and drink.

In winter, necessary activities were predominant in the observations. The Bus Mall has the greatest activity in the winter. Staying activity in the City Centre is focussed on a few public spaces that are inviting because of their shelter and amenities.

The type of activities observed and the limited numbers indicate that the range and diversity of activities within the City Centre needs to be strengthened. Offering a wider range of activities and destinations for a variety of user groups would make the City Centre more dynamic.

Analysis of the pedestrian network indicates that it could be extended in order to effectively connect a diverse range of public spaces. The street grid layout as it relates to views and vistas, as well as the importance of the riverfront for recreational activities indicates that opportunities exist to successfully develop a plazas or squares at the terminus of important roadways leading to the river. These new spaces would offer different activities and programs, resulting in more and different users.

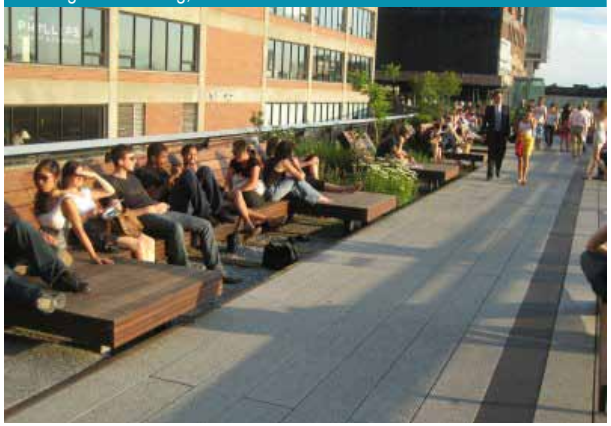
City Hall Square and the bus mall have significant opportunity to be reconsidered jointly as a major civic space that is lined with active frontage and has a plaza large enough for civic gatherings. New public spaces could be developed in areas where there are none, like the Warehouse District.

6.68 A possible future for 21st Street showing on-street parking converted to café seating in the summer months

From a centre with dispersed parks and civic spaces to a City Centre with diverse but connected public spaces.

...to a connected network of public places

6.69 High Line seating, New York



Consider carefully how people can be encouraged to stay and enjoy the City Centre. Use street furniture to create more place where people would stop and stay along the sidewalk and arrange it to promote conversation.

6.70 Enclosed street café, Paris

Investigate the viability of allowing a row of restaurants to develop on Queen Street facing Kinsmen Park. Street cafés can be closed and opened for the season while still providing activity on the street.

6.71 Café parking space: Caffe Greco, San Francisco

Create café streets by appropriating some on-street parking to widen sidewalks. Temporary parking space occupations are happening all across North America as cities look for social spaces within their streets.

6.72 Skating Shelter, Winnipeg

Encourage winter and evening activities with lighting and shelter. Create spaces that accommodate individual and group physical activities in the City Centre. Create an environment that generates a positive microclimate.

6.73 Pocket park: Capitol Plaza - New York

Locate new places along pedestrian links and create a range of gathering places including plazas, squares, small parks, shared streets, revitalized laneways and more pocket parks. Prioritize the Warehouse District.

6.74 Market Square, Pittsburgh

Consider active frontages and a large plaza for civic gatherings at the civic plaza. Civic squares are often lined with civic and institutional buildings and can be dull places; line the square with retail, restaurants and activity.

From few attractions...

Analysis and Opportunities

Saskatoon is fortunate to host many festivals and events throughout the year that are extremely popular and well attended by the general public. For example, the Farmer's Market attracts many people to shop for produce and groceries, but people often stay once the shopping is finished in order to visit with friends, enjoy a coffee, and play in the park. The map on page 45 shows that although the Farmer's Market has no immediate major destinations, it falls within a five—minute walk radius with the Remai Centre for the Arts, MVA Centre, Galaxy Cinemas, Midtown Plaza and the Roxy Cinema. This cluster of destinations is separate from the City Centre's second major cluster which is comprised of the Mendel Art Gallery, Kinsmen Park, Shakespeare on the Saskatchewan and the Ukranian Museum of Canada. Both clusters are well served with hotels within the radius. The challenge presented with the destination clusters is that they divide the City Centre activities rather than creating a compact destination area.

Destination attractions should be connected by a pedestrian network that links them together as a series of episodes within the centre. Saskatoon's City Hall Square is the most important public space in the city and it could function better as a key node tying together the network. City Hall Square is challenged as a public space as it is designed more as a passive public park with pockets of seating areas and it is not a sufficient size for large civic gatherings. The historic face of City Hall has no activity and is a false entrance. The library, although an active building has limited street presence except for its front door. The surrounding offices and shops similarly don't participate in the life of the square. The two parking lots on the diagonal corners of City Hall Square open up the space and leave it undefined. Only the restaurant in the Sturdy Stone Centre offers some public life across from the Civic Square, but that is pulled away from the street edge, fronted by an empty plaza.

The vision for City Hall should include the creation of a great public square that acts as a major attraction for the CBD. Great Squares are lined with shops and services and are alive with activities and events. Civic squares and other new destinations and amenities, would strengthen the visitor experience of the city.

6.75 A possible future for City Hall Square

From a centre of dispersed attractions to a City Centre with a series of destinations.

...to a diverse range of destinations

6.76 Portobello Road Market, London

Investigate the viability of locating another public market in the north part of the city centre with a different focus, like books, clothing, crafts, or furniture. Consider locating this market on 23rd Street between 3rd and 4th Avenue.

6.77 Informal playground, Paris

Develop a public art strategy that includes curated work. Elements in the public realm such as public art or fanciful designs can attract people and encourage play in the City Centre.

6.78 Tomkins Square dog run, New York City.

Create dog walking facilities. Tompkins Square Dog Run is a modestly sized enclosure for off-leash dogs. Dog runs support resident's needs within the city centre, create a strong social hub, and encourage positive use of public spaces.

6.79 Simon and Helen Director Park - Portland

Develop spaces that can have a diversity of uses and functions. Public spaces that are designed for large gatherings as well as everyday use can become destinations for larger events and gatherings.

6.80 Metropol Parasol, Seville

Iconic buildings and public art can draw international tourists as well as becoming a symbol for a city. The Metropol Parasol in Seville is a lookout, a museum and a beautiful canopy for a public square.

6.81 Drinking water fountains, Portland

Ensure that public amenities (washrooms, water fountains, and appropriate spaces for breast feeding) are provided. Portland's "Benson Bubblers" have been providing free drinking water since the 19th Century.

From a 9-6 City Centre...

Analysis and Opportunities

A high number of pedestrians walking in the city does not necessarily indicate a high quality public space, as evidenced on College Drive, but a high number of people choosing to spend time in a public place does. Stationary activities are good indicators of urban space quality and illustrate clearly that Saskatoon's City Centre could be significantly improved.

Life in the City Centre today is dominated by daily visitors coming to work and shop. Pedestrian activity analysis found that many people sit and stand in the study area, but few are engaged in more active pursuits like sports or playing. There are limited spatial opportunities for eating, playing, group activities and sports in the study area. In order to foster a more lively City Centre the public realm should create invitations for a wider range of activities. Events for families, seniors and children should be encouraged such as playing, eating, dancing, singing, lounging, people watching, and chess playing.

Winter activities fell off significantly in the Centre, with the most popular riverfront locations seeing the most significant drop in users. The improved amenity buildings for the Meewasin outdoor skating rink will may increase the winter activity in this area, but further opportunities should be explored as well. The most successful winter activities include lighting, warmth, and movement.

Public activity programing needs to be actively managed and fostered. A group or organization could be established to advocate and organize cultural and recreational events in the City Centre. Drawing on the public programming already underway by the Business Improvement Districts and the city, the group could work actively to coordinate all of the programming efforts, and look for further programming in areas that are currently under-utilized.

6.82 A possible enhanced laneway

From a centre of separate functions to a dynamic City Centre of mixed activities throughout the day and evening, in all seasons.

...to a 24-hour City Centre

6.83 Noel dans Parc Lahie Montreal

Foster a lively and diverse City Centre that includes year-long activity 24 hours a day. During the darker and colder winter months, activities that include warmth and light will invite people to join and improve feeling of safety.

6.84 Street curling, Copenhagen

Encourage winter and evening activities. Winter activities entice people outside in the colder months and keep them warm while they are there.

6.85 Window seat, Bruges Belgium

Protected areas within public spaces are often used for more private or passive activities such as people watching or reading. Informal seating and protected edges of public spaces can offer inconspicuous places to enjoy the city.

6.86 Street Vendor, New York

Create opportunities for food to be part of public spaces and encourage street vendors that offer a wide range for food. Street food attracts people and encourages them to stay and enjoy the fresh air and the public realm.

6.87 Street-side chess, Toronto

Create a cultural group to program, promote and advocate for the City Centre, ensuring that the broader needs of the citizens are met. Quieter, activities such as chess can encourage older people to take part in the life of the city.

6.88 Quartier des Spectacles, Montreal

Encourage street festivals and festival support amenities. Temporary events and public art can draw larger crowds in the winter and summer creating attractions that might introduce people to an urban area for the first time.

6.89 Kinsmen Park user consultation at the Saskatoon Children's Festival

Summary

Since the beginning of this study, a number of projects have been initiated or have reached completion, which will all contribute toward further changes in the City Centre area. Some of these projects:

* Third Avenue Streetscape, 19th Street to 22nd Street
* BHP Billiton Building, 3rd Avenue
* The Lighthouse Addition, 20th Street East
* Holiday Inn, 23rd Street East
* Bay Lofts, 2nd Avenue North
* King George, 2nd Avenue North
* Rumley Building, Pacific Avenue
* 25th Street Extension, 1st Avenue to Idylwyld Drive
* Police Services Headquarters, 25th Street
* Arthur Cook Building, 24th Street
* The Two-Twenty, 20th Street
* Friendship Inn, 20th Street
* The Luxe, Broadway Avenue
* Kinsmen Park and Area Master Plan
* Varsity View Local Area Plan
* J.B. Black Estates, College Drive
* Academic Health Sciences Centre, University of Saskatchewan on College Drive
* Undergraduate Residence, College Quarter
* Graduate Residence, College Quarter
* Art Gallery of Saskatchewan, 2nd Avenue River Landing
* River Centre, 2nd Avenue River Landing
* Modifications to safety, supervision and bus idling procedures at the bus mall

Clearly Saskatoon continues to develop and grow. The data, analysis and opportunities have set a baseline for the city as it was observed over year 2010.

Saskatoon Speaks, the community vision document, recognized that there is a community need for more development, employment, open spaces, cultural attractions and lively streets in the heart of Saskatoon. Data from the Public Spaces, Activity and Urban Form Strategic Framework will help inform and guide changes through this important phase of Saskatoon's growth.

As the City Centre changes and evolves, the realization of this vision should guided by a principle of complete places. This means that they are environments which are comfortable, safe, legible, have a good micro-climate, views, other people, shelter, food, and have a human scale. The spaces and activity program for public places are built through community consultation with all of the stakeholders.

Beautiful places full of life are the vital and loved places of a city. Most important for the City Centre is that it is a place where wide range of people can enjoy themselves in a variety of ways, throughout the seasons.

The public spaces of the city are pre-eminently the spaces of circulation and exchange, overwhelmingly streets and sidewalks. We judge the good city by the quality of its public life and hence its public space.
Michael Sorkin

6.90 Spadina Crescent Promenade

Appendix A: Public Life Movement Data

Introduction 146
- Baseline Data Collection Methodology 146

Movement Data 148
- Pedestrian Movement: Summer 148
- Pedestrian Movement: Winter 156
- Cycling Movement: Summer 164
- Cycling Movement: Winter 172

Stationary Activities Data 180
- Stationary Activity Sites: Summer 180
- Stationary Activity Sites: Winter 190
- Stationary Activity on Key Streets: Summer 198
- Stationary Activity on Key Streets: Winter 205

Data Collection Protocols 213

Baseline Data Collection Methodology

Methodology

The Public Spaces, Activity + Urban Form Strategic Framework used a range of tools and techniques to map, record, measure, and document the urban activity of Saskatoon's City Centre. Conventional methods such as demographic analysis and mapping were combined with pedestrian intercept studies that gathered qualitative data such as feeling of safety. Traditional urban form analysis such as building heights and sidewalk widths were compared with maintenance issues such as snow clearance. Pedestrian activity and urban movement were recorded. These urban activity recordings were used to recommend proposed strategies for the spaces between buildings and to plan Saskatoon for people.

The methodology was designed to capture or illustrate baseline conditions of key urban quality indicators in Saskatoon's City Center.

The methodology is founded on several of the most widely accepted and broadly applied methods of investigation in social science and other disciplines, namely site surveys, direct observation, and public surveys. A number of variations on each of these methods were employed in order to obtain specific data sets.

To examine the usage patterns of the public realm, two types of Public Life surveys were performed in close collaboration with the City of Saskatoon and the University of Saskatchewan, Regional and Urban Planning Program. The two types of surveys used were Pedestrian/Cyclist Traffic and Stationary Activity counts.

Method

Pedestrian and Cyclist Traffic Counts

Pedestrian traffic counts provide comparable figures to the readily available vehicular traffic volume data, allowing for a clearer understanding of how St. usage is prioritized. Pedestrian traffic counts are also essential in understanding how pedestrian usage varies throughout the day and the hierarchy of the streets.

The pedestrian traffic survey was performed at chosen locations by counting pedestrians. In summer the count was for 30 minutes of each hour, and for winter it was for 15 minutes of each hour between the hours of 7am and 8pm. The count results were extrapolated to produce an estimated hourly average.

Stationary Activity Surveys

Activity mapping is essentially a snap shot of "stationary activities" occurring in carefully chosen public spaces, at a given time. Mapping was conducted in summer count for 30 mins of each hour, and for winter for 15 minutes of each hour. The count results were extrapolated to produce an estimated hourly average. The surveys illustrate the types, frequencies, and locations of stationary activities in the chosen locations. Activities recorded include, but are not limited to sitting, standing, playing, and pan handling as well as commercial activity, such as buskers and vendors. The number of people and type of activity was registered on a map and the various types of activities were incorporated.

A high number of pedestrians walking in the city does not necessarily indicate a high level of quality. However, a high number of people choosing to spend time in the city indicates a lively city of high urban quality. Therefore, these stationary activities act as good indicators of the quality of the urban spaces.

Study area

The 2010 survey locations were decided in collaboration with the City of Saskatoon and were chosen by the University of Saskatchewan, Regional and Urban Planning Program to provide the best possible overview of pedestrian traffic and with the intention to achieve knowledge of the study area as a whole.

Pedestrian and Cyclists count Data was collected on an ordinary summer and winter weekday.
Wednesday 16th of June, 2010
Weather: Mix of Sun and Cloud, with light rain from 3–5pm, 11 to 21°C
Wednesday 10th of November, 2010
Weather: Overcast, -4 to -1°C
Studies indicate that Tuesdays, Wednesdays and Thursdays generally have identical usage patterns.

Stationary Activity surveys were conducted both in Summer and Winter. The data was collected on various days throughout the week to represent average weekday activity. Weekend data was collected on a Saturday for a handful of locations including Kutz Pocket Park, City Hall Plaza, Kiwanis Fountain, Vimy Bandstand, Broadway Ave. and 10th St. E for both the Winter and Summer data. Kinsmen Park Ski Chalet was added to the Winter study to account for winter recreational uses on that site.

Summer 2010:

Monday June 14th, Tuesday June 15th, Friday June 18th, Monday June 21st, Tuesday June 29th, Wednesday July 7th, Friday July 9th, Saturday July 17th.

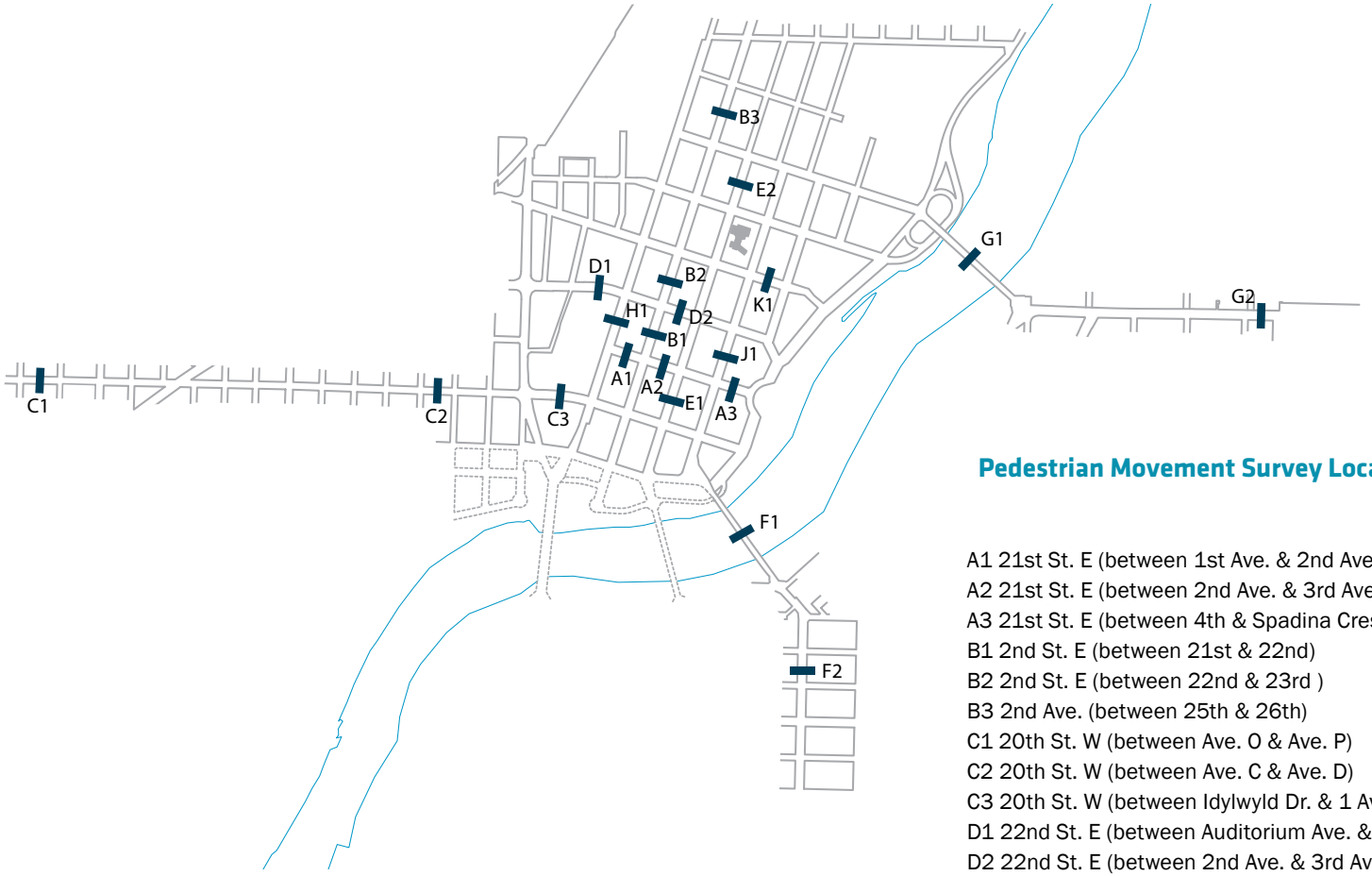
Winter 2010:

Tuesday November 3rd, Friday November 12th, Thusday November 18th, Saturday November 20th, Mon. November 22nd, Tuesday November 30, Wednesday December 1st, Saturday December. 4th, Friday December 10th.

Study Methods and Data Outputs

Research Method	Method Variation	Data Output
Site Survey	Physical Inventory	* green spaces, parks, other environmental amenities * outdoor public and private seating * St. art, public displays, window displays * notable architecture (heritage, other) * St. trees and planters
	Infrastructure Evaluations	* bicycle parking structures and use * designated bicycle routes * key pedestrian streets
	Sensory Perceptions Survey	* public spaces—evaluation of factors that affect comfort, safety, enjoyment * quality of bus transfer mall
Direct Observation	Stationary Activity Mapping	* types, frequencies, and locations of stationary activities in public spaces
	Active Transport Counts	* pedestrian traffic counts * bicycle traffic counts
	Intersection Studies	* in-depth analysis of selected intersections (patterns of pedestrian and bike movement at intersections)
Public Survey	Intercept Survey	* mode of travel to work in city center * perceptions of urban quality in public spaces (perceptions of safety, comfort and enjoyment)
	Participatory Mapping	* movement pathways * favourite/ avoided spaces and places

Pedestrian Movement: Summer

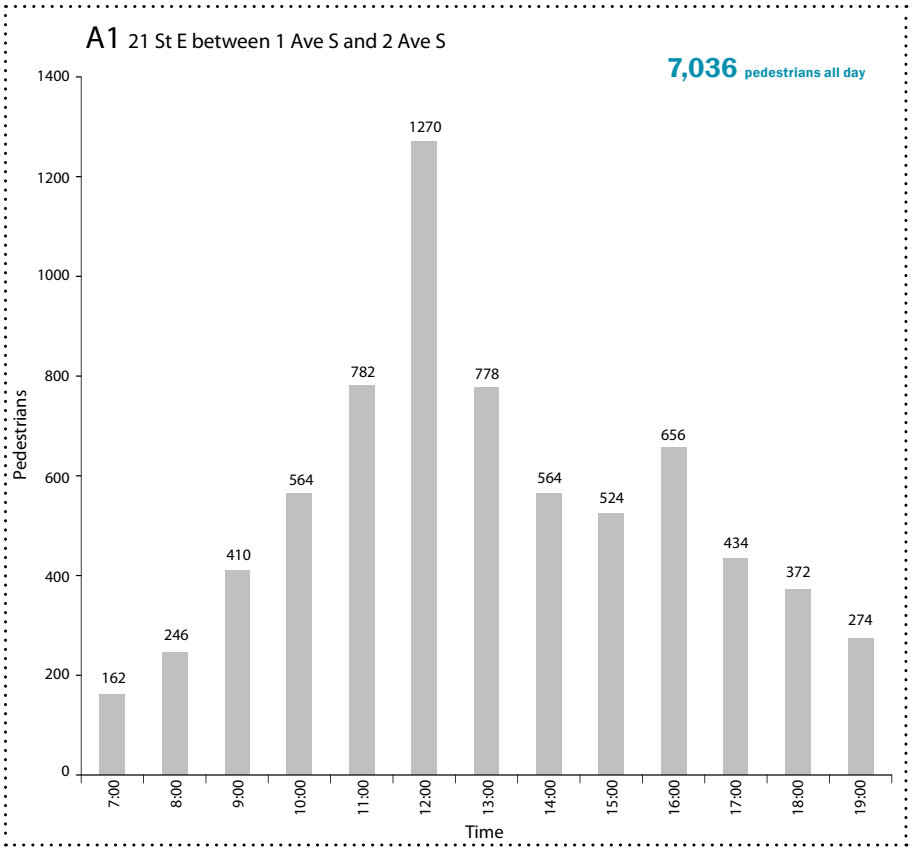


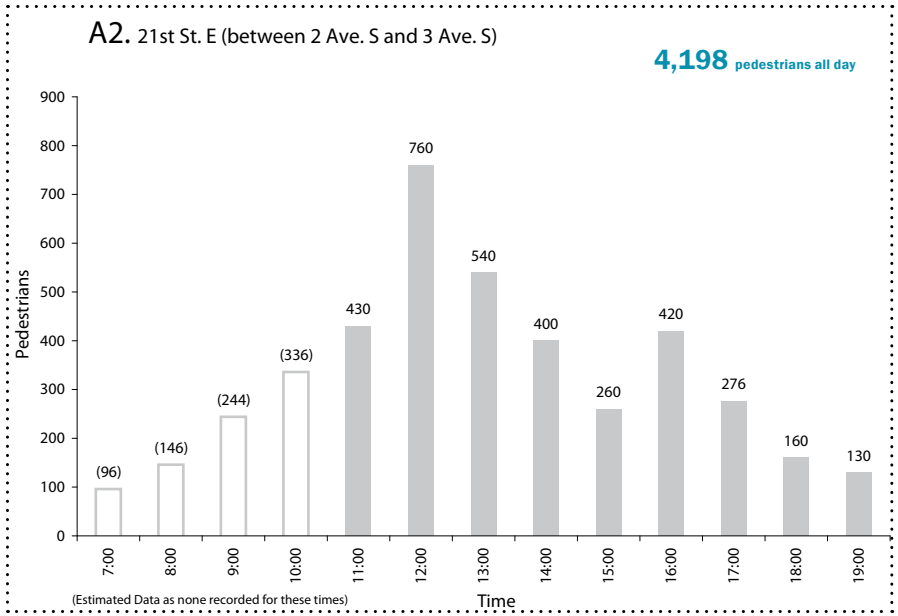
Pedestrian Movement Survey Locations

	2010 June		2010 Nov.	
	Day	Eve.	Day	Eve.
A1 21st St. E (between 1st Ave. & 2nd Ave.)	X	X	X	X
A2 21st St. E (between 2nd Ave. & 3rd Ave.)	X	X	X	X
A3 21st St. E (between 4th & Spadina Cres.)	X	X	X	X
B1 2nd St. E (between 21st & 22nd)	X	X	X	X
B2 2nd St. E (between 22nd & 23rd)	X	X	X	X
B3 2nd Ave. (between 25th & 26th)	X	X	X	X
C1 20th St. W (between Ave. O & Ave. P)	X	X	X	X
C2 20th St. W (between Ave. C & Ave. D)	X	X	X	X
C3 20th St. W (between Idylwyld Dr. & 1 Ave. S)	X	X	X	X
D1 22nd St. E (between Auditorium Ave. & 1st)	X	X	X	X
D2 22nd St. E (between 2nd Ave. & 3rd Ave.)	X	X	X	X
E1 3rd Ave. (between 20th & 21st)	X	X	X	X
E2 3rd Ave. (between 24th & 25th)	X	X	X	X
F1 Broadway Bridge	X	X	X	X
F2 Broadway Ave. (between 10th & 11th)	X	X	X	X
G1 University Bridge	X	X	X	X
G2 College Drive (between Bottomley & Cumberland)	X	X	X	X
H1 1st Ave. S (between 21st & 22nd)	X	X	X	X
J1 4th Ave. S (between 21st &22nd)	X	X	X	X
K1 23rd (between 4th Ave & 5th)	X	X	X	X

Pedestrian Movement: Summer

Pedestrian Traffic - Summer

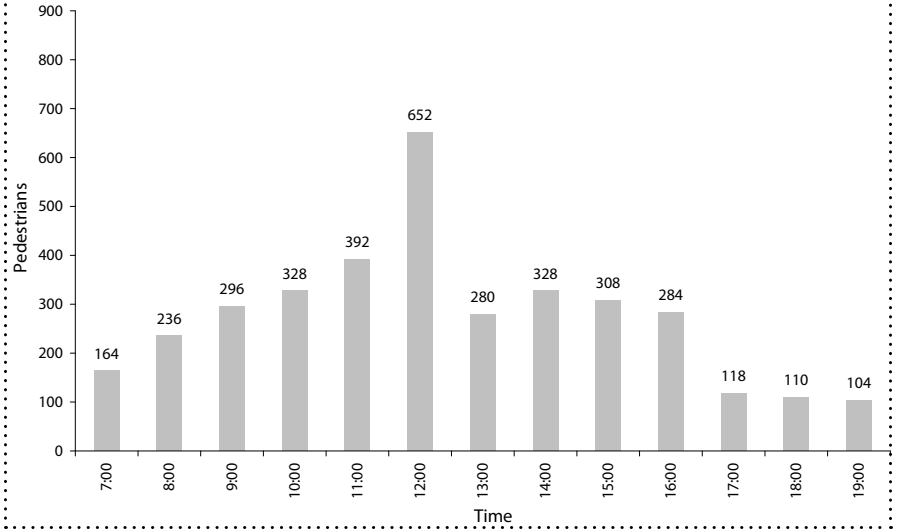




Pedestrian Movement: Summer

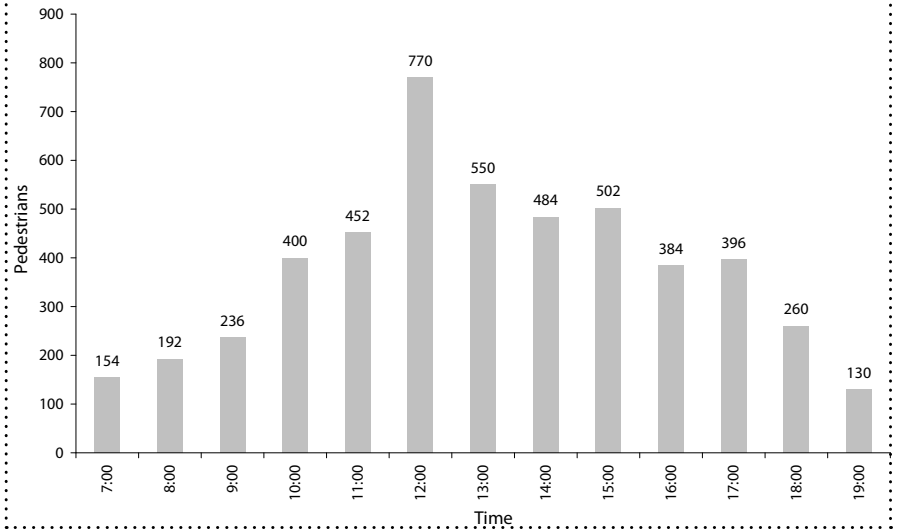
A3. 21st St. E (between 4 Ave. S and Spadina Cres.)

3,600 pedestrians all day



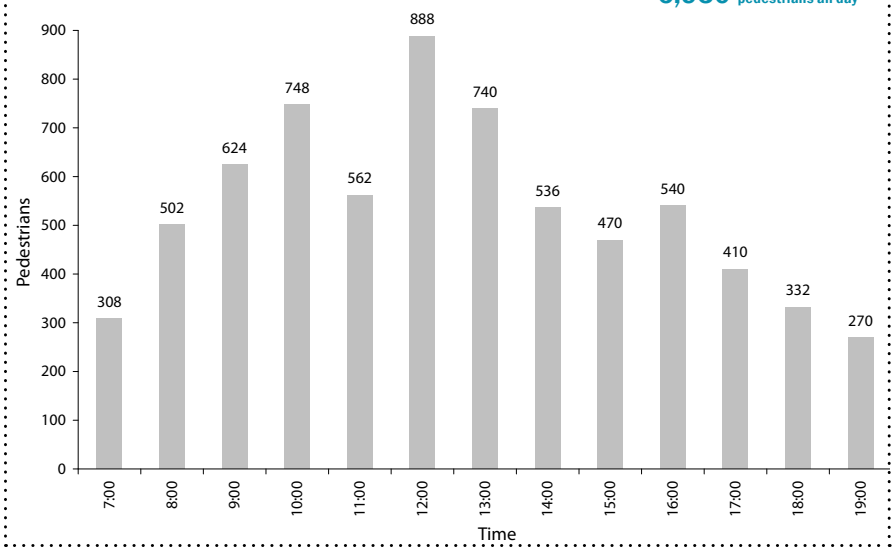
B2. 2nd Ave. N (between 22 St. E and 23 St. E)

4,910 pedestrians all day



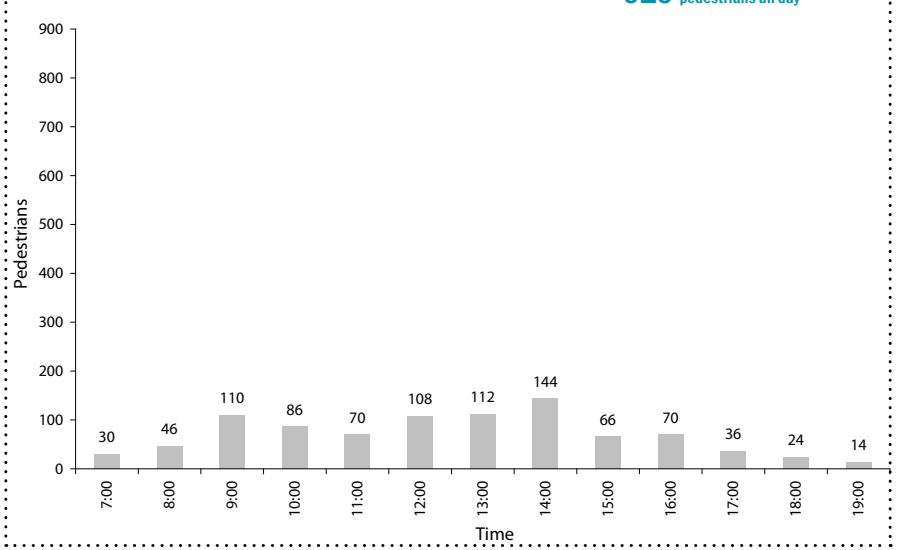
B1. 2nd Ave. S (between 21 St. E and 22 St. E)

6,930 pedestrians all day



B3. 2nd Ave. N (between 25 St. and 26 St. E)

916 pedestrians all day

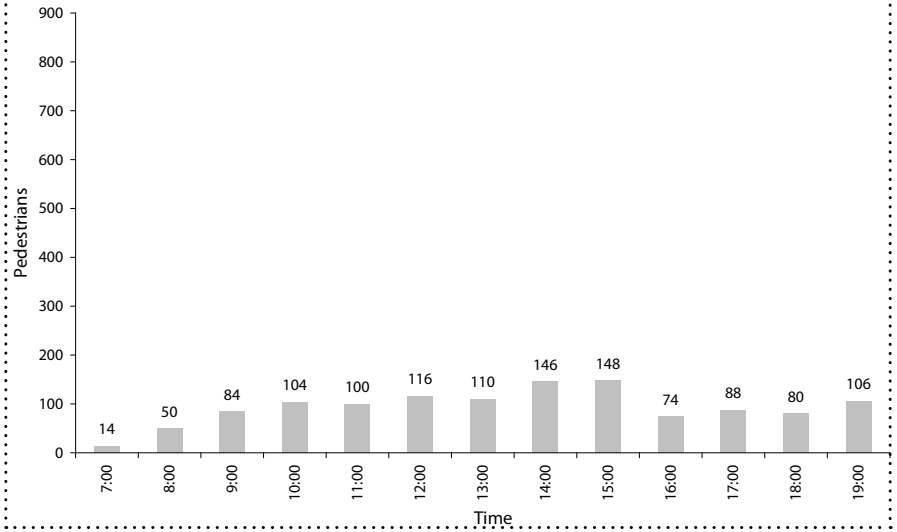


Pedestrian Movement: Summer

Pedestrian Traffic - Summer

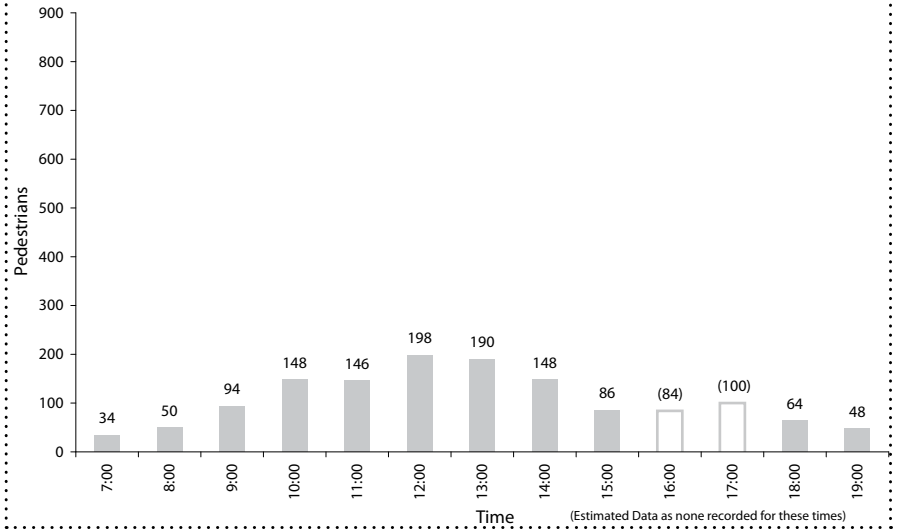
C1. 20 St. W (between Ave. O and Ave. P)

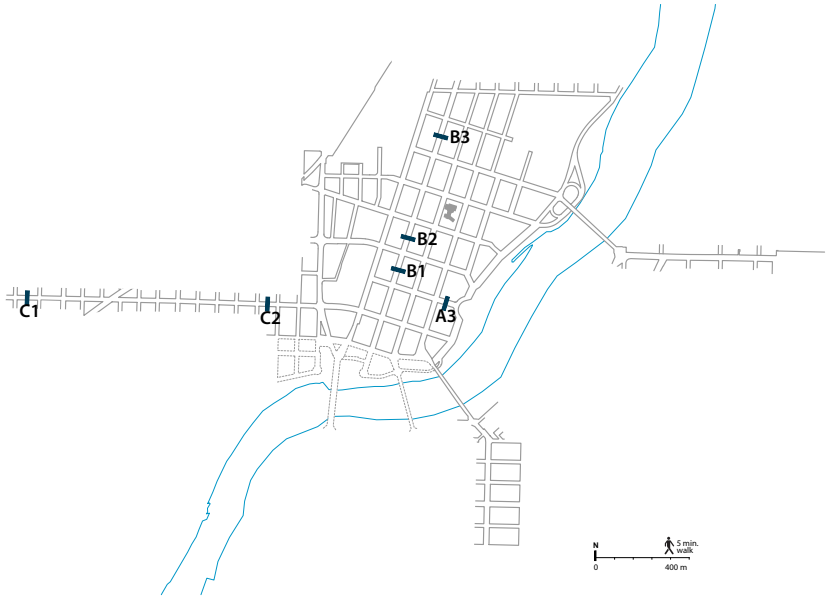
1,220 pedestrians all day



C2. 20th St. W (between Ave. c and Ave. D)

1,390 pedestrians all day

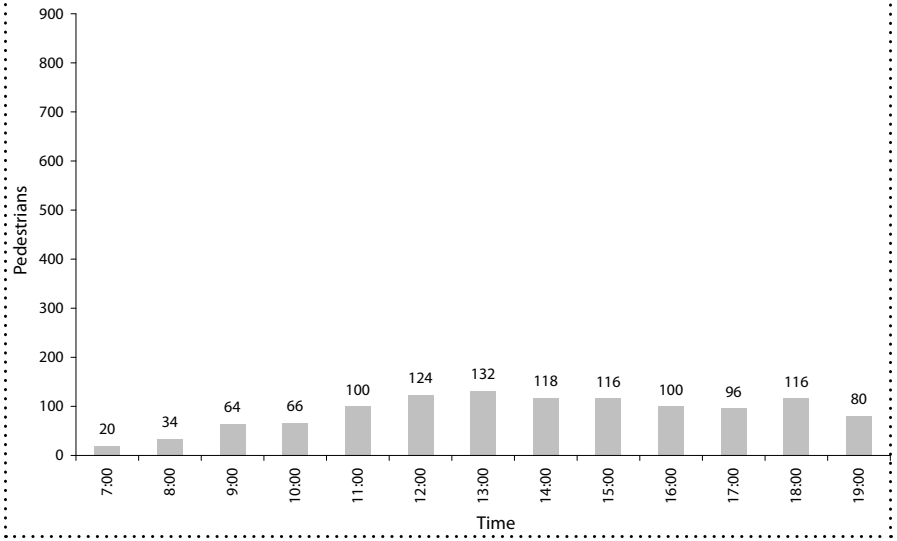




Pedestrian Movement: Summer

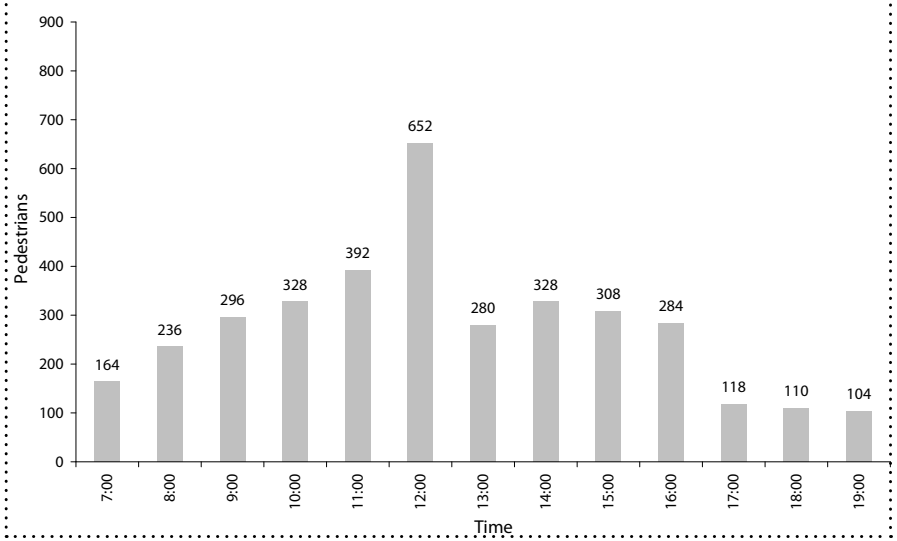
C3. 20 St. E (between Idylwyld and 1st Ave. S)

1,166 pedestrians all day



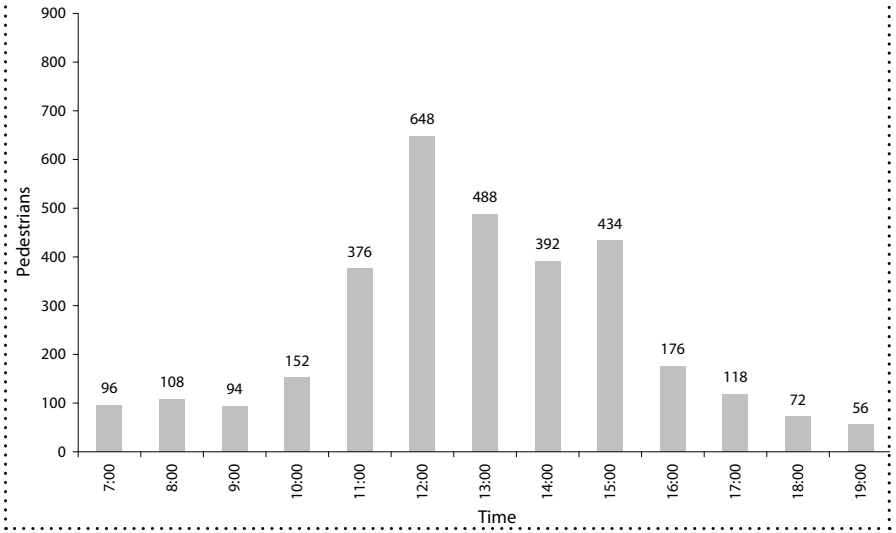
D2. 22nd St. E (between 2 Ave. N and 3 Ave. N)

3,600 pedestrians all day



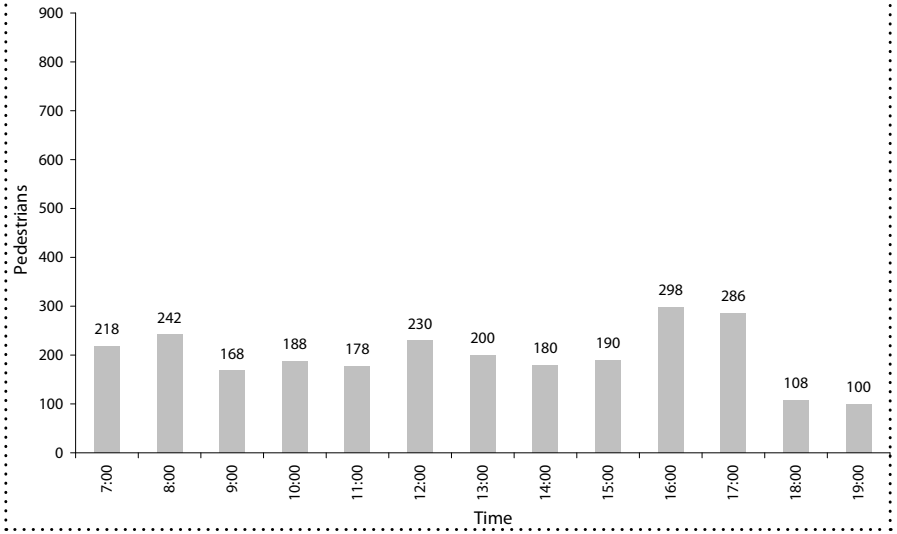
D1. 22nd St. E (between Auditorium Ave. and 1 Ave. S)

3,210 pedestrians all day



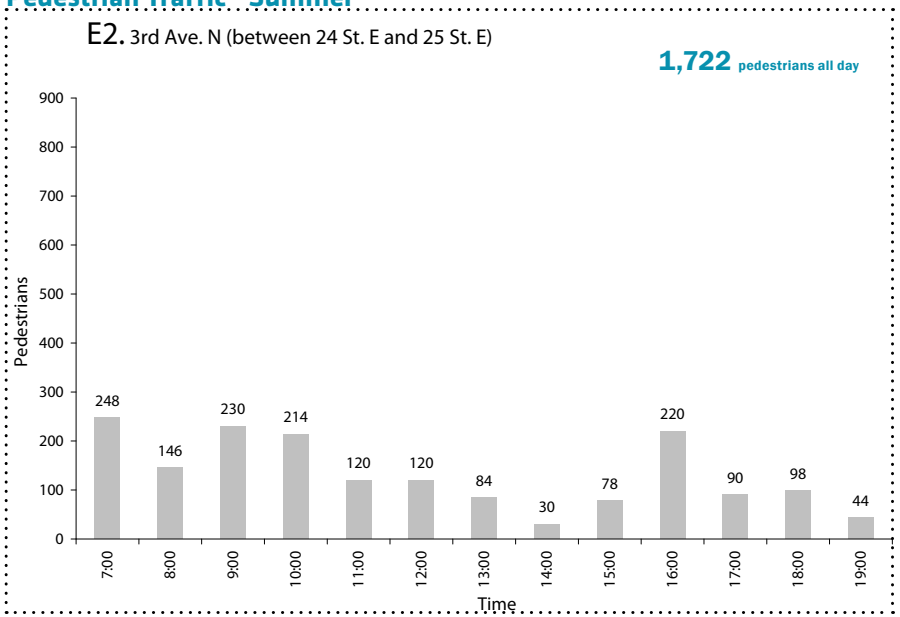
E1. 3rd Ave. S. (between 20 St. E and 21 St. E)

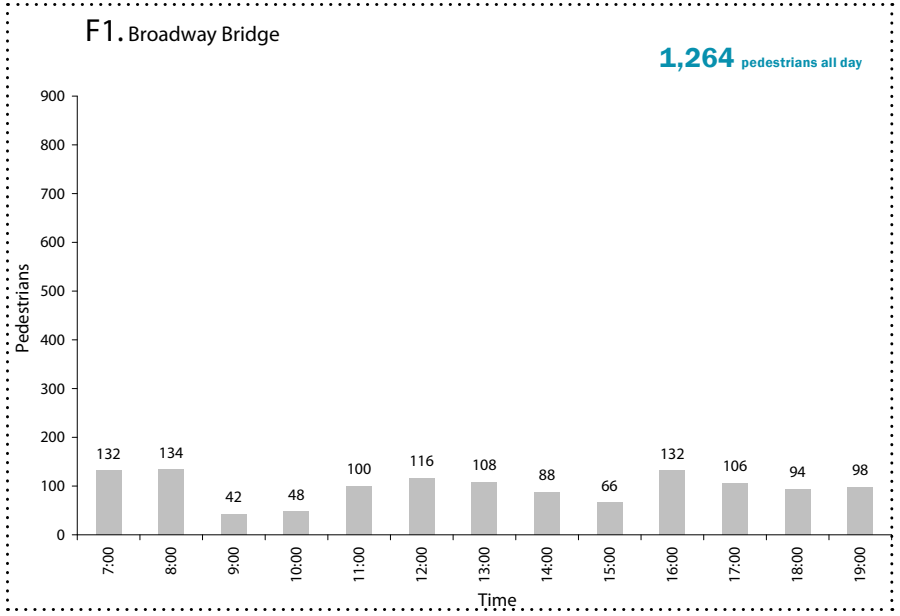
2,586 pedestrians all day

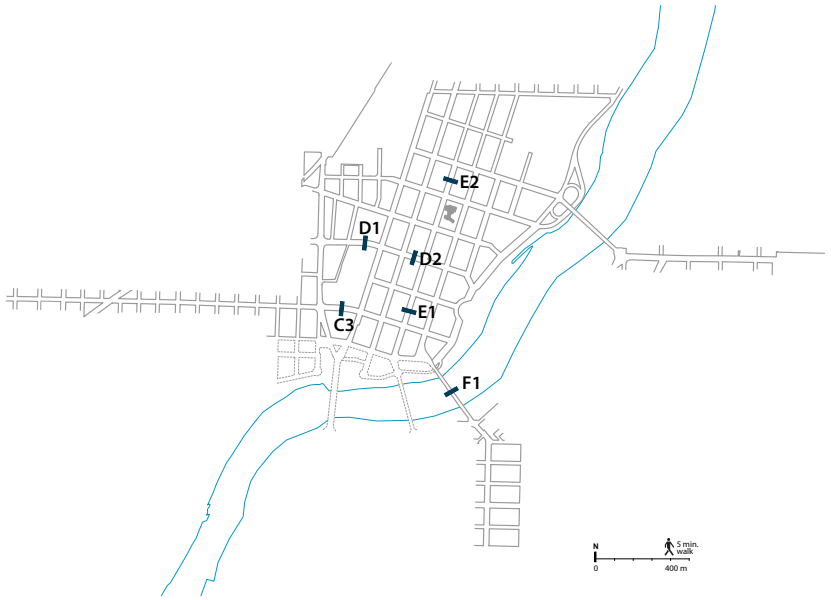


Pedestrian Movement: Summer

Pedestrian Traffic - Summer



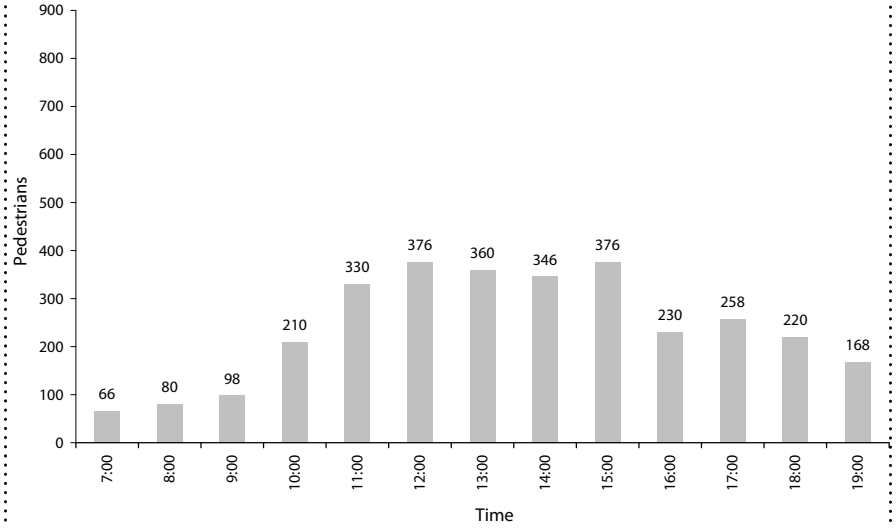




Pedestrian Movement: Summer

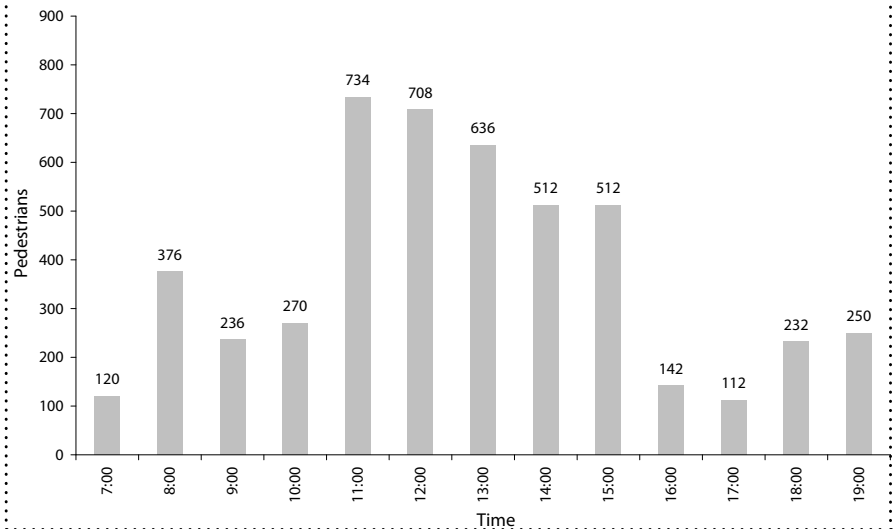
F2. Broadway Ave. (between 10 St. E and 11 St. E)

3,118 pedestrians all day



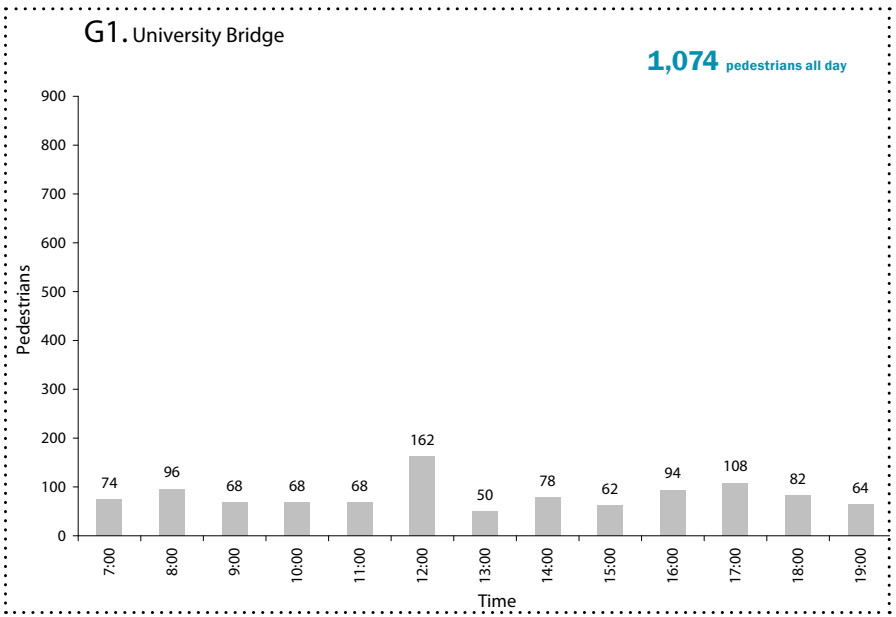
G2. College Drive (between Bottomly and Cumberland)

4,840 pedestrians all day



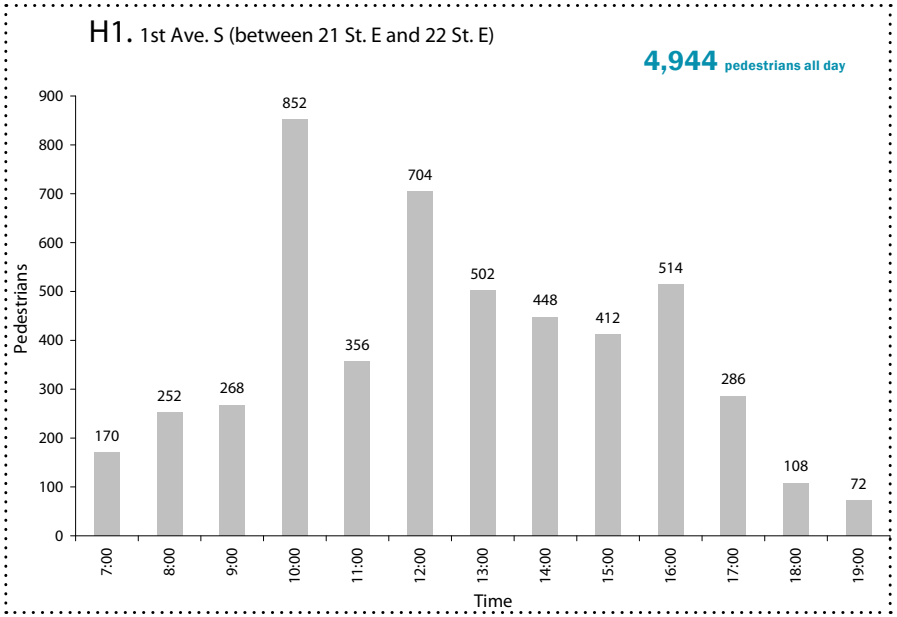
G1. University Bridge

1,074 pedestrians all day



H1. 1st Ave. S (between 21 St. E and 22 St. E)

4,944 pedestrians all day

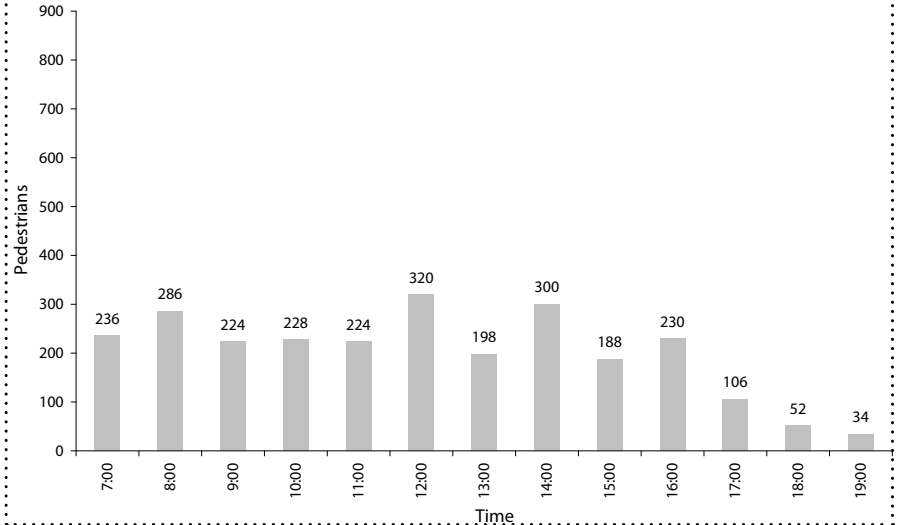


Pedestrian Movement: Summer

Pedestrian Traffic - Summer

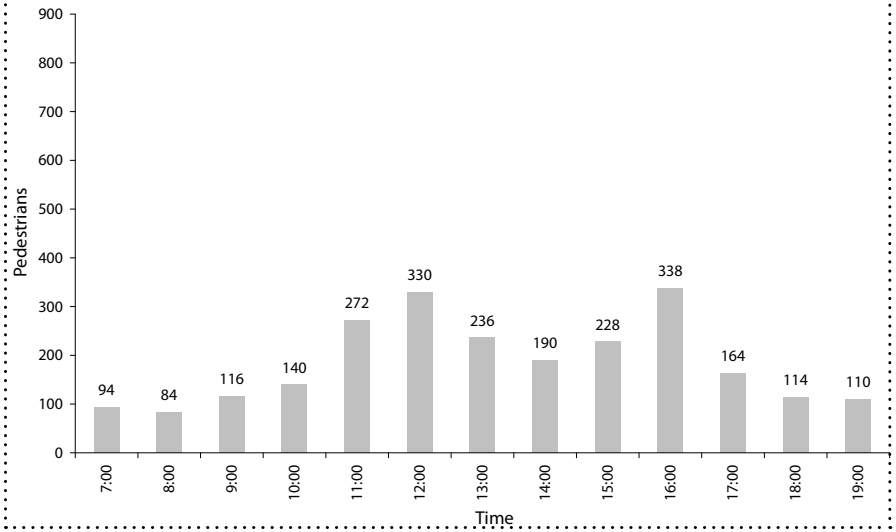
J1. 4th Ave. S (between 21 St. E and 22 St. E)

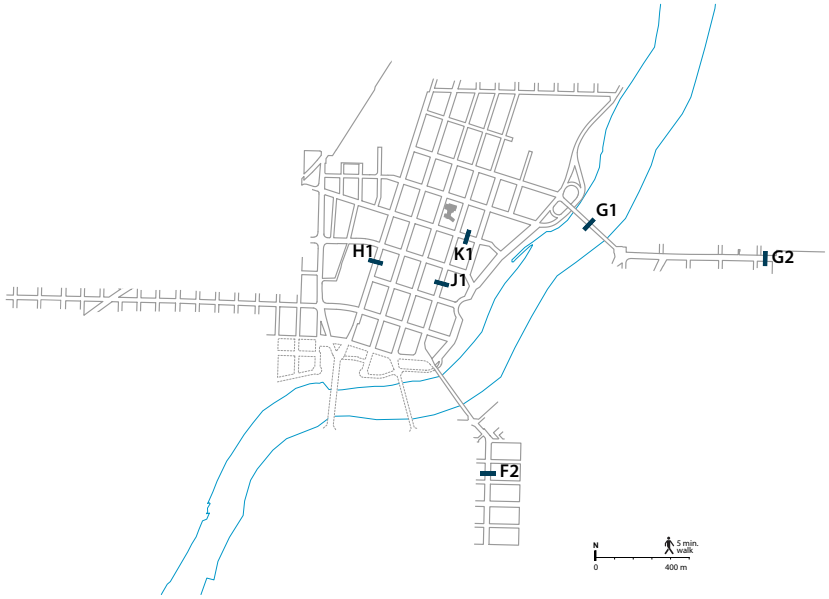
2,626 pedestrians all day



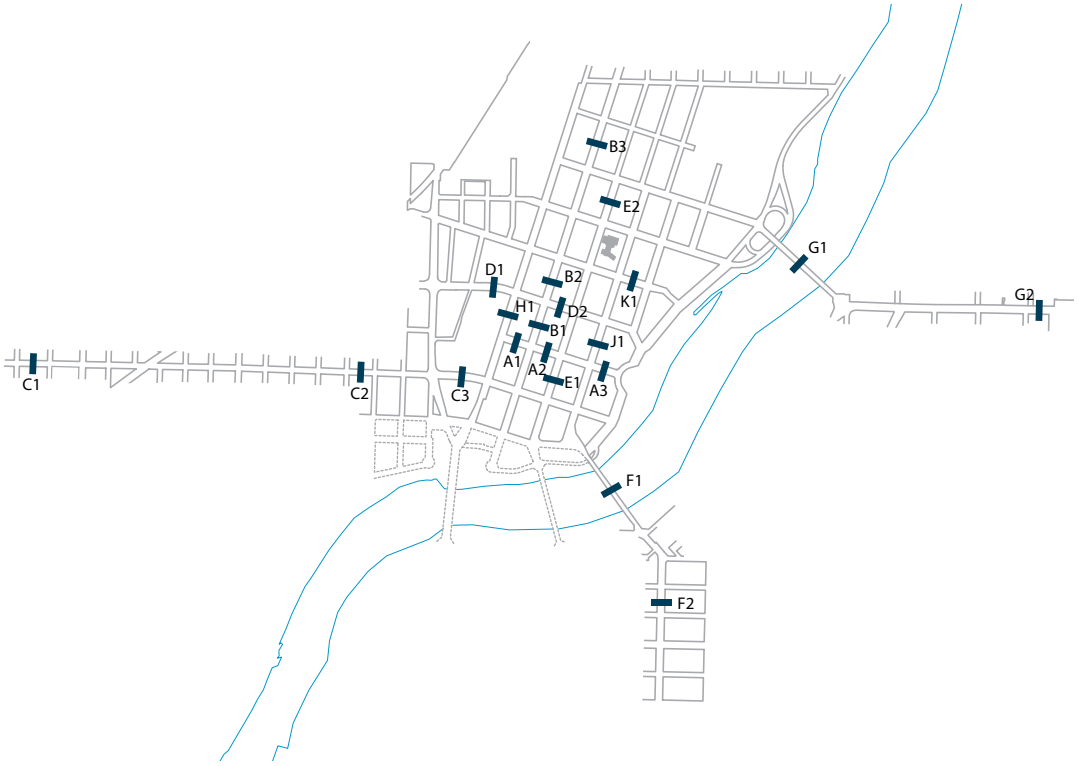
K1. 23rd St. E (between 3 Ave. N and 4 Ave. N)

2,416 pedestrians all day





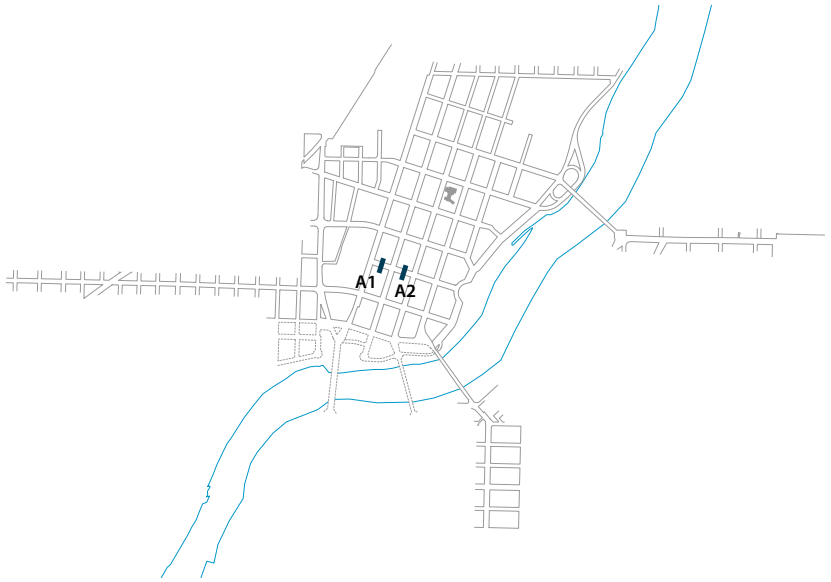
Pedestrian Movement: Winter

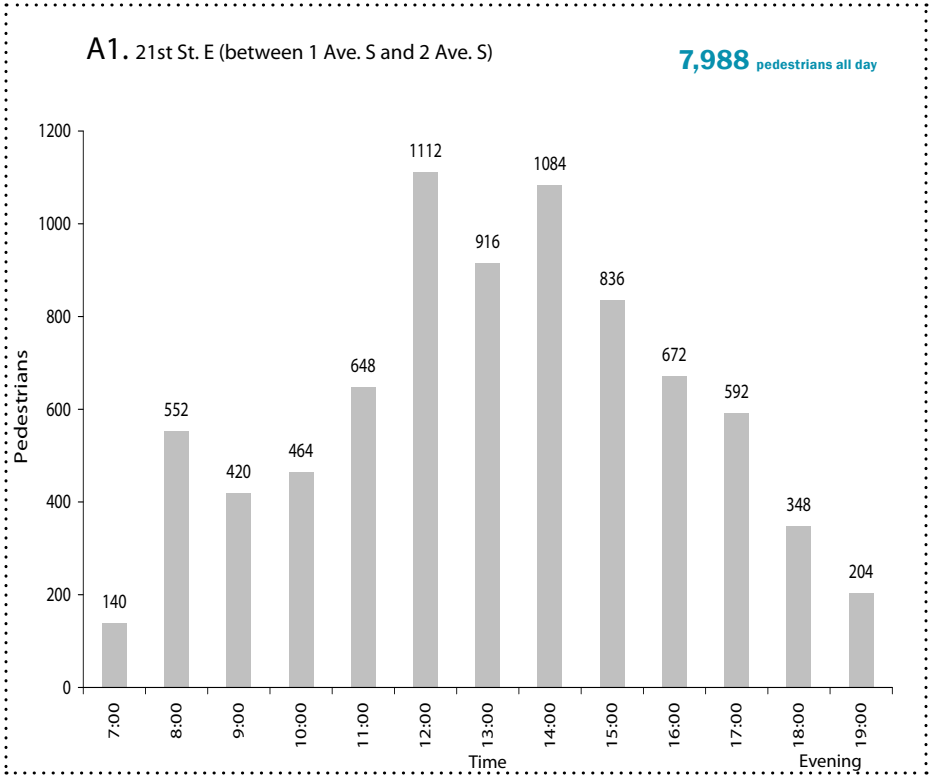


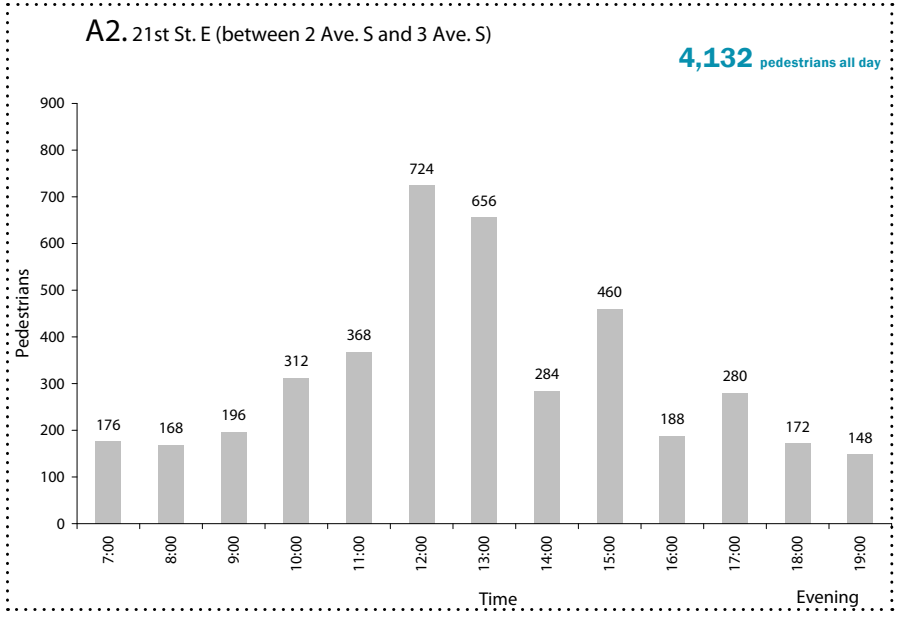
Pedestrians Traffic Survey Locations	2010 June		2010 Nov.	
A1 21st St. E (between 1st Ave. & 2nd Ave.)	X	X	X	X
A2 21st St. E (between 2nd Ave. & 3rd Ave.)	X	X	X	X
A3 21st St. E (between 4th & Spadina Cres.)	X	X	X	X
B1 2nd St. E (between 21st & 22nd)	X	X	X	X
B2 2nd St. E (between 22nd & 23rd)	X	X	X	X
B3 2nd Ave. (between 25th & 26th)	X	X	X	X
C1 20th St. W (between Ave. O & Ave. P)	X	X	X	X
C2 20th St. W (between Ave. C & Ave. D)	X	X	X	X
C3 20th St. W (between Idylwyld Dr. & 1 Ave. S)	X	X	X	X
D1 22nd St. E (between Auditorium Ave. & 1st)	X	X	X	X
D2 22nd St. E (between 2nd Ave. & 3rd Ave.)	X	X	X	X
E1 3rd Ave. (between 20th & 21st)	X	X	X	X
E2 3rd Ave. (between 24th & 25th)	X	X	X	X
F1 Broadway Bridge	X	X	X	X
F2 Broadway Ave. (between 10th & 11th)	X	X	X	X
G1 University Bridge	X	X	X	X
G2 College Drive (between Bottomley & Cumberland)	X	X	X	X
H1 1st Ave. S (between 21st & 22nd)	X	X	X	X
J1 4th Ave. S (between 21st &22nd)	X	X	X	X
K1 23rd (between 4th Ave & 5th)	X	X	X	X

Pedestrian Movement: Winter

Pedestrian Traffic - Winter





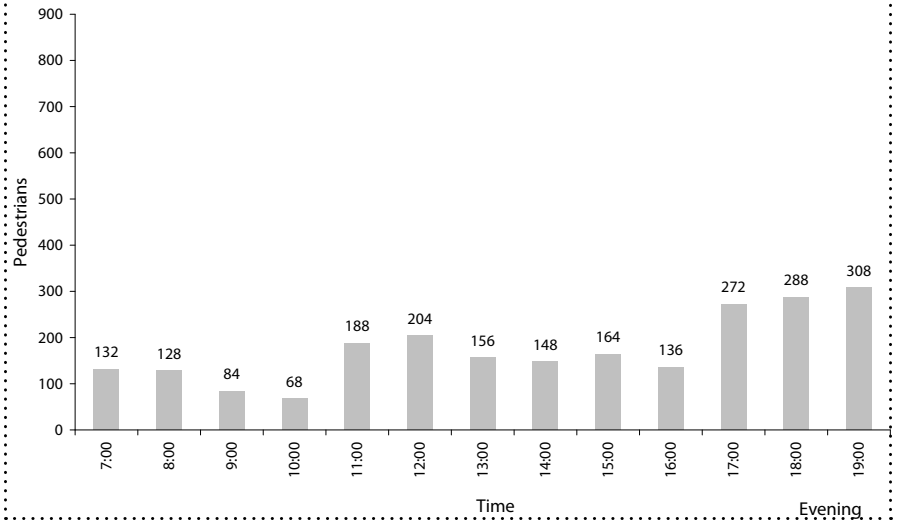


Pedestrian Movement: Winter

Pedestrian Traffic - Winter

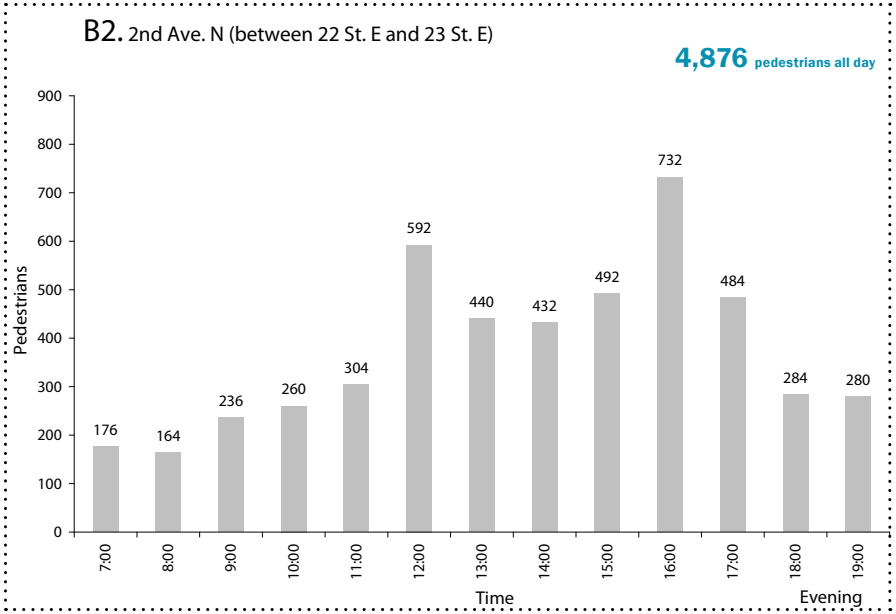
A3. 21st St. E (between 4 Ave. S and Spadina Cres)

2,276 pedestrians all day



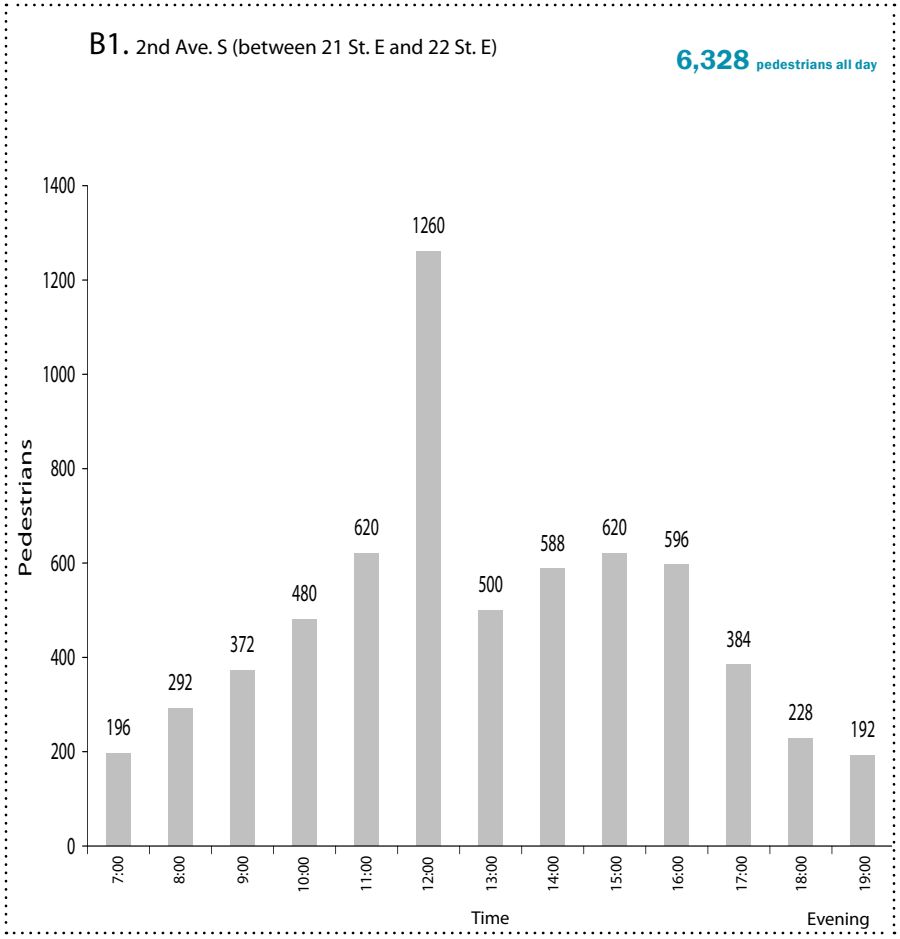
B2. 2nd Ave. N (between 22 St. E and 23 St. E)

4,876 pedestrians all day



B1. 2nd Ave. S (between 21 St. E and 22 St. E)

6,328 pedestrians all day

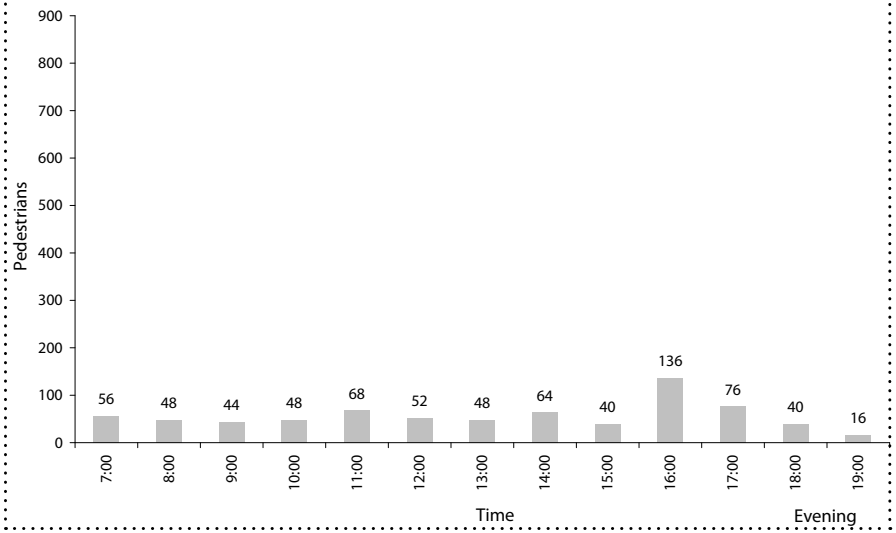


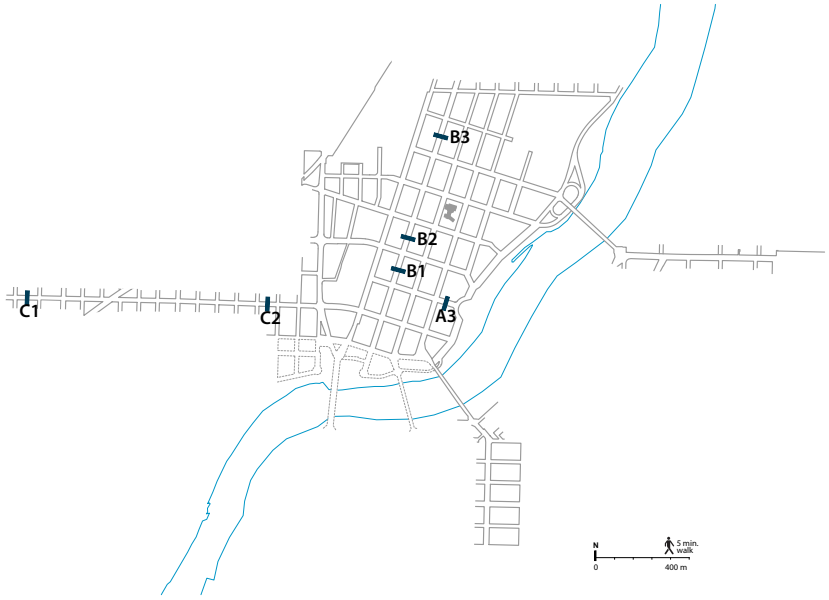
Pedestrian Movement: Winter

Pedestrian Traffic - Winter

B3. 2nd Ave. N (between 25 St. E and 26 St. E)

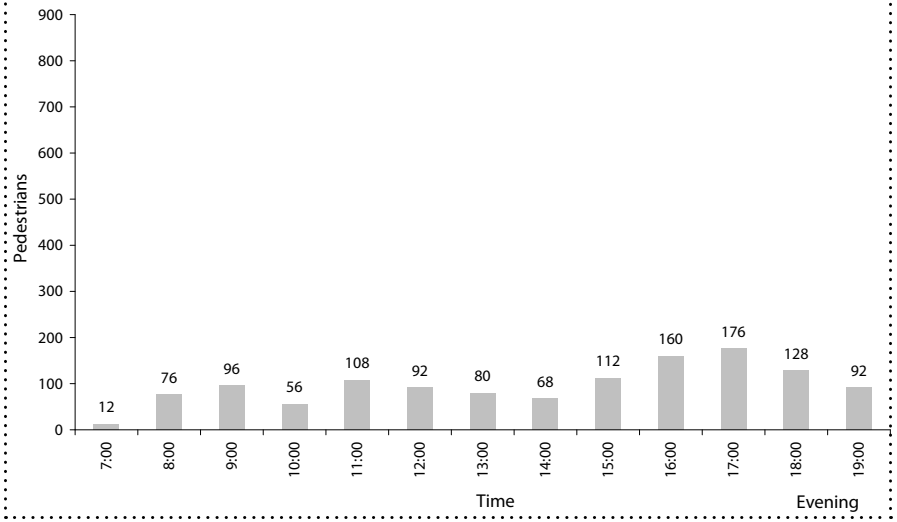
736 pedestrians all day





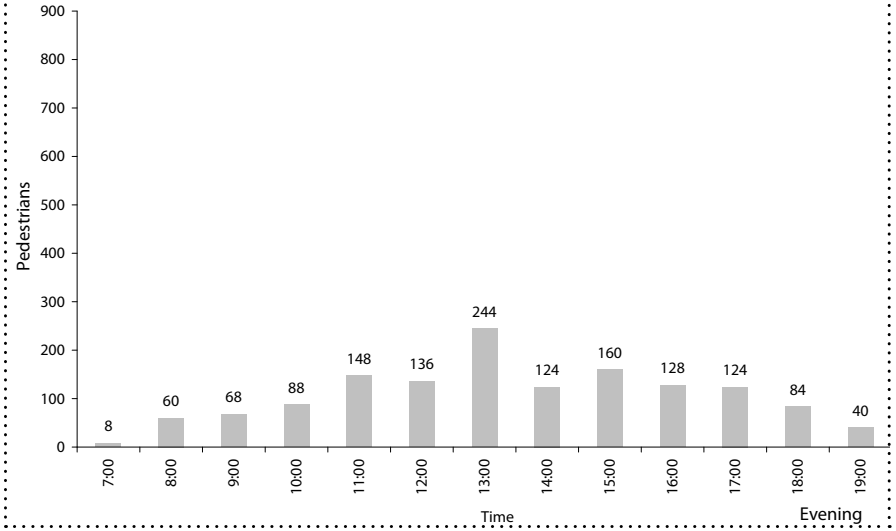
C1. 20th St. W (between Ave. O and Ave. P)

1,256 pedestrians all day



C2. 20th St. W (between Ave. C and Ave. D)

1,412 pedestrians all day

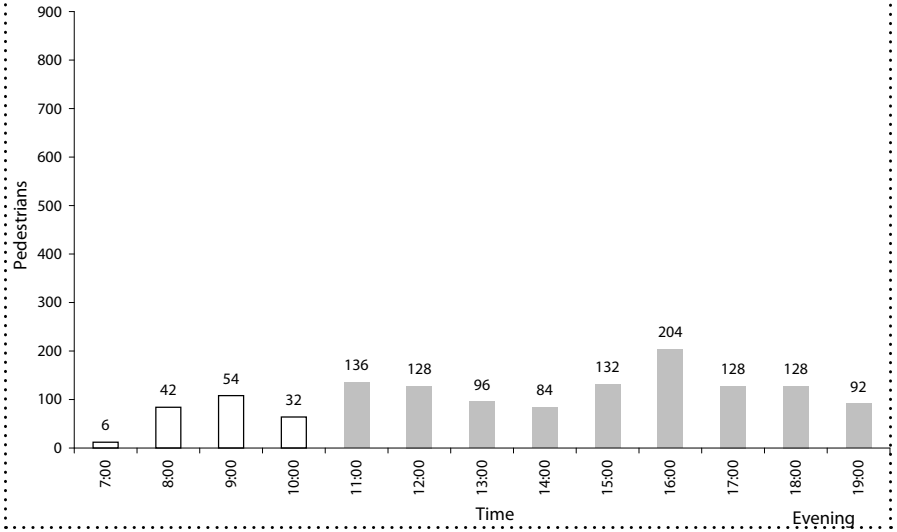


Pedestrian Movement: Winter

Pedestrian Traffic - Winter

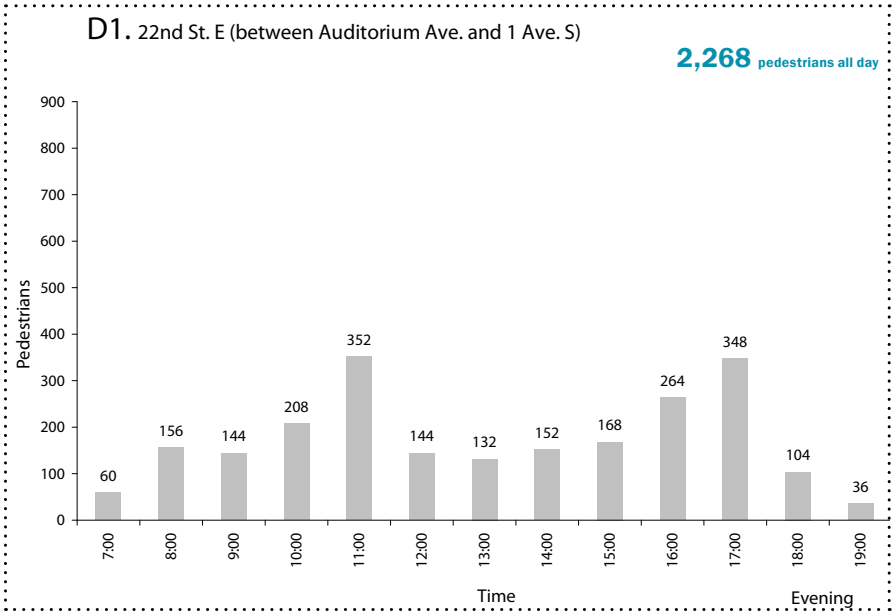
C3. 20th St. E (between Idylwyld and 1 Ave. S)

1,396 pedestrians all day



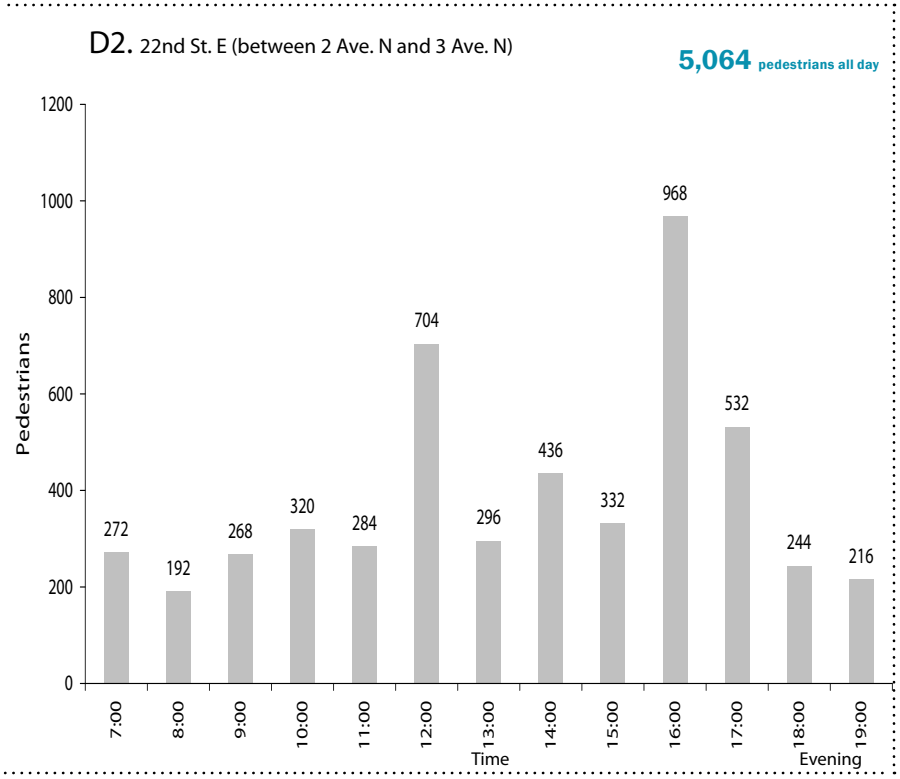
D1. 22nd St. E (between Auditorium Ave. and 1 Ave. S)

2,268 pedestrians all day



D2. 22nd St. E (between 2 Ave. N and 3 Ave. N)

5,064 pedestrians all day

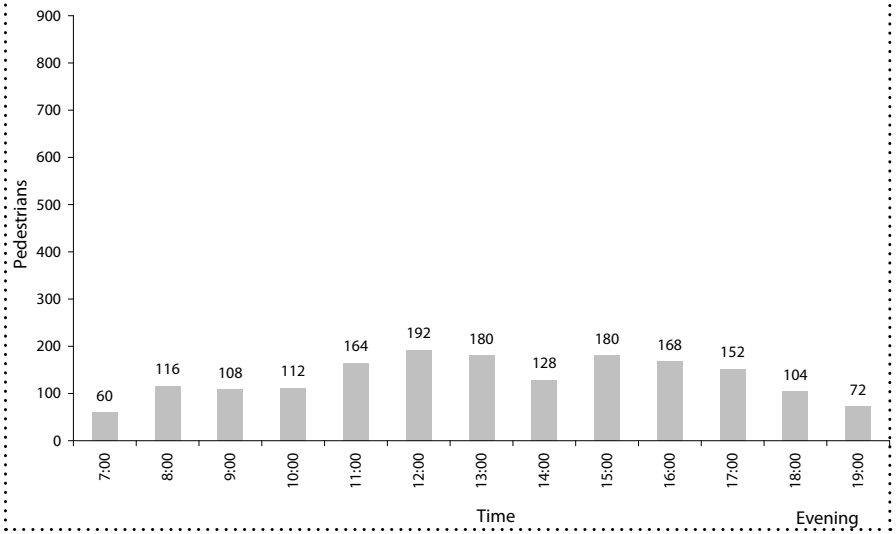


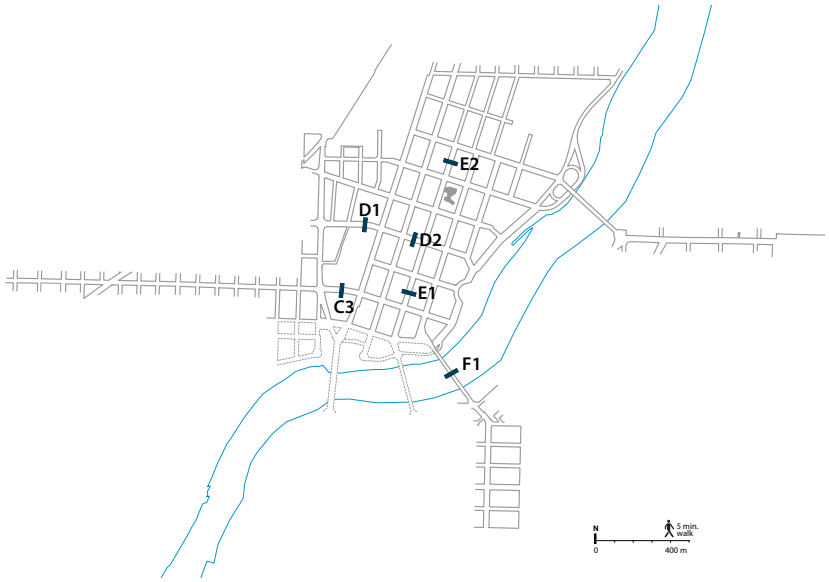
Pedestrian Movement: Winter

Pedestrian Traffic - Winter

E1. 3rd Ave. S (between 20 St. E and 21 St. E)

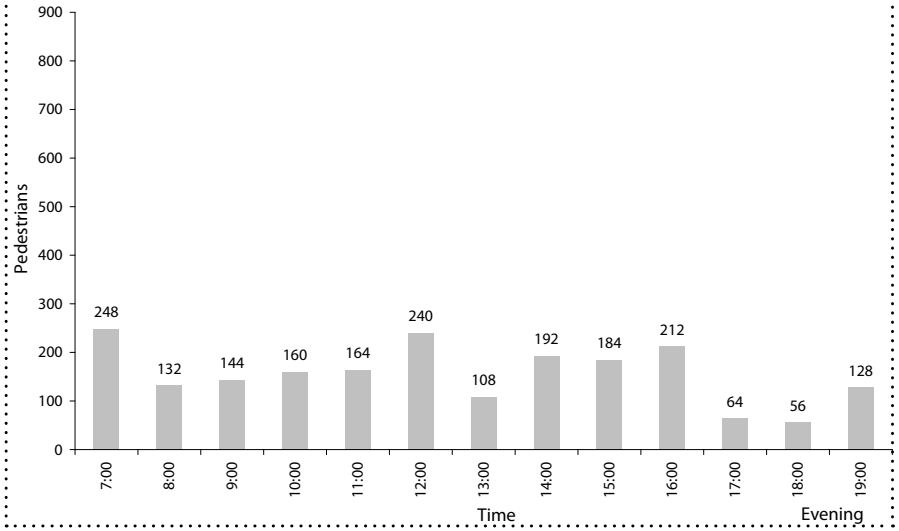
1,736 pedestrians all day





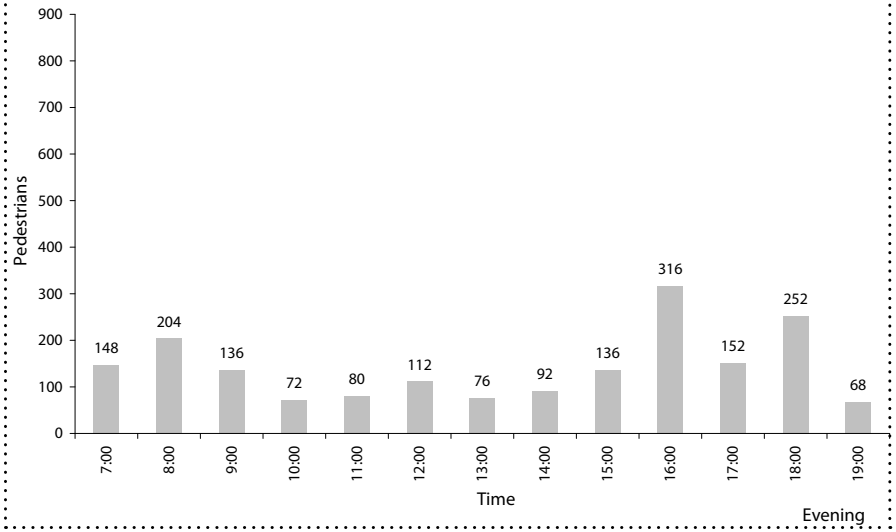
E2. 3rd Ave. N (between 24 St. E and 25 St. E)

2,032 pedestrians all day



F1. Broadway Bridge

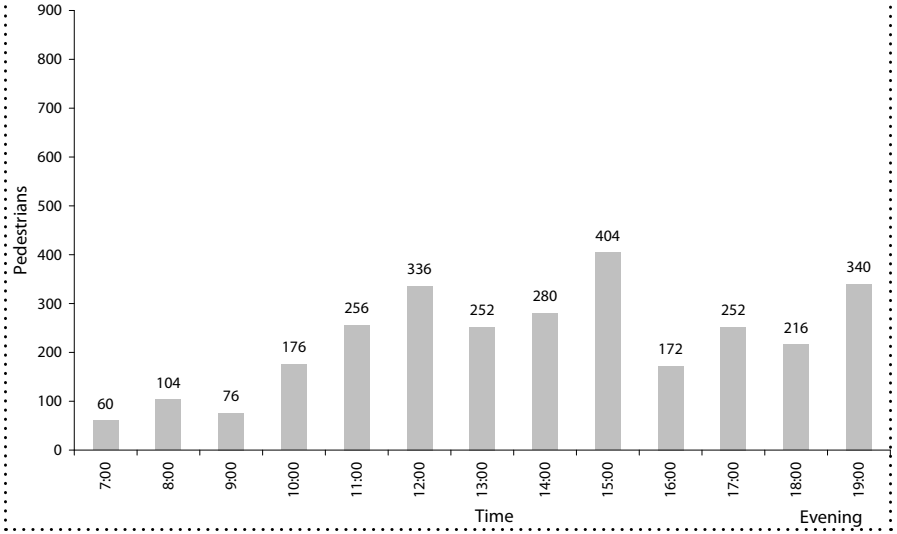
1,844 pedestrians all day



Pedestrian Movement: Winter

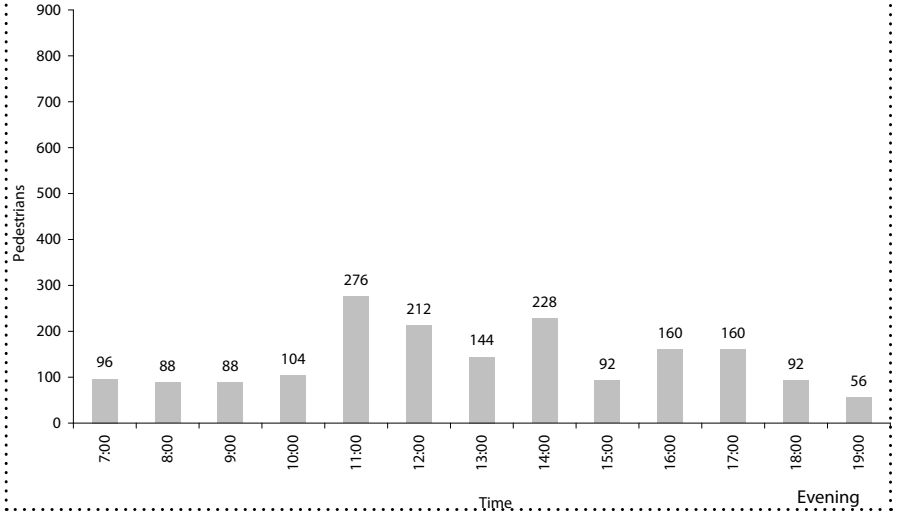
F2. Broadway (between 10 St. E and 11 St. E)

2,924 pedestrians all day



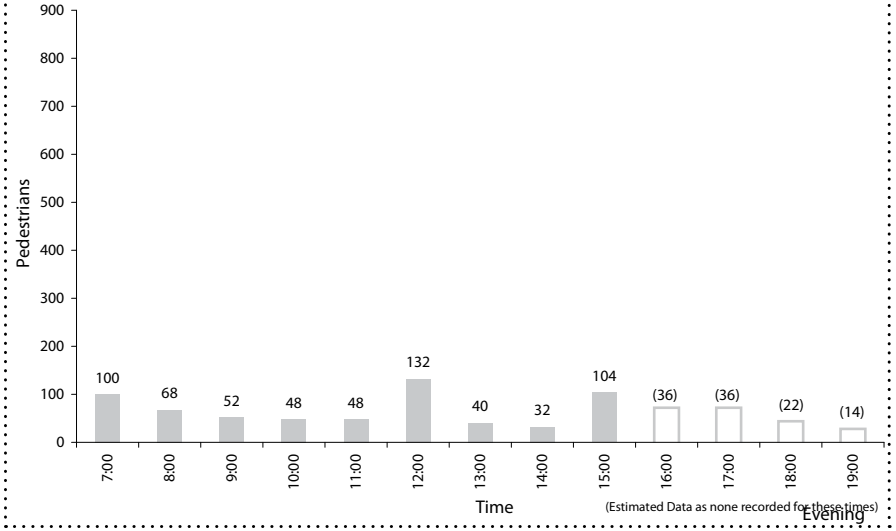
G2. College Drive (between Bottomley and Cumberland)

7,184 pedestrians all day



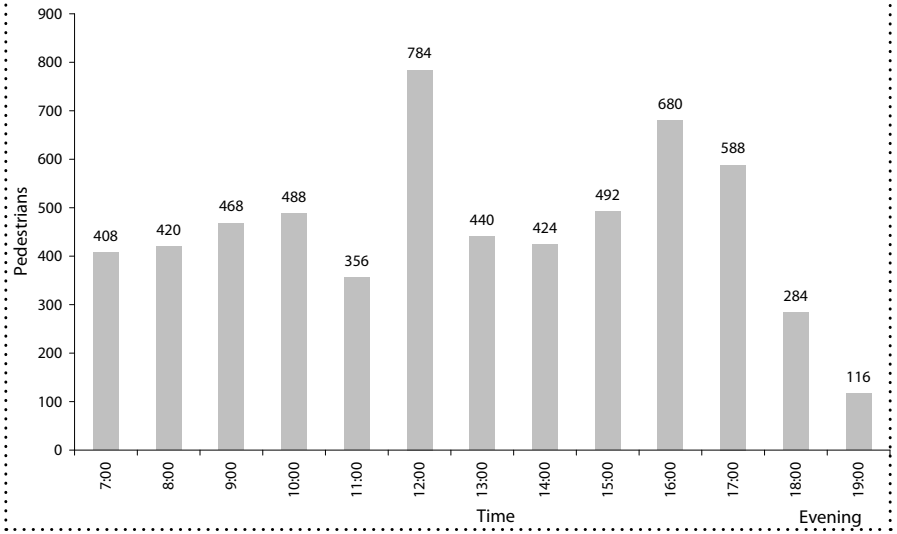
G1. University Bridge

840 pedestrians all day



H1. 1st Ave. S (between 21 St. E and 22 St. E)

5,948 pedestrians all day

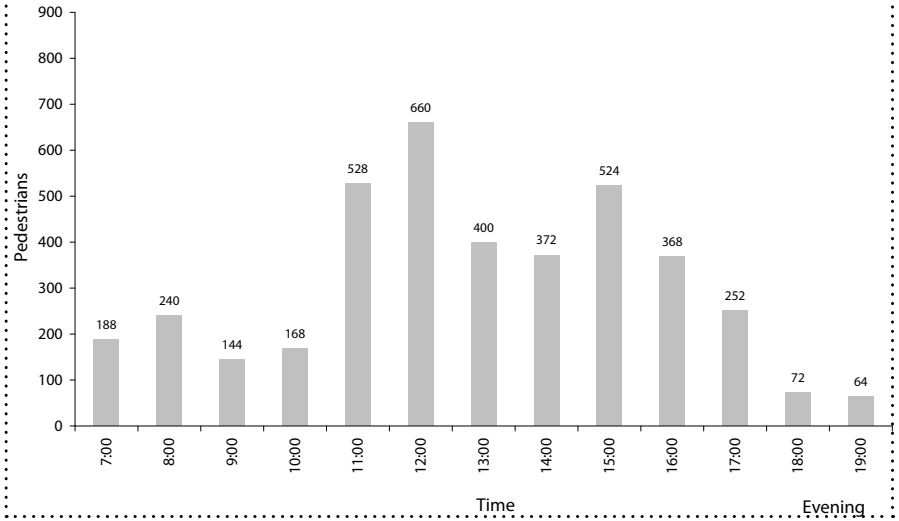


Pedestrian Movement: Winter

Pedestrian Traffic - Winter

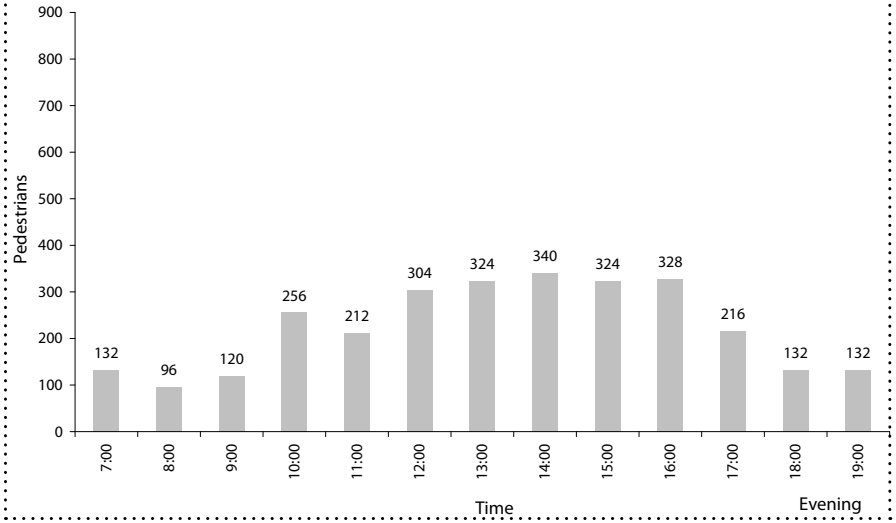
J1. 4th Ave. S (between 21 St. E and 22 St. E)

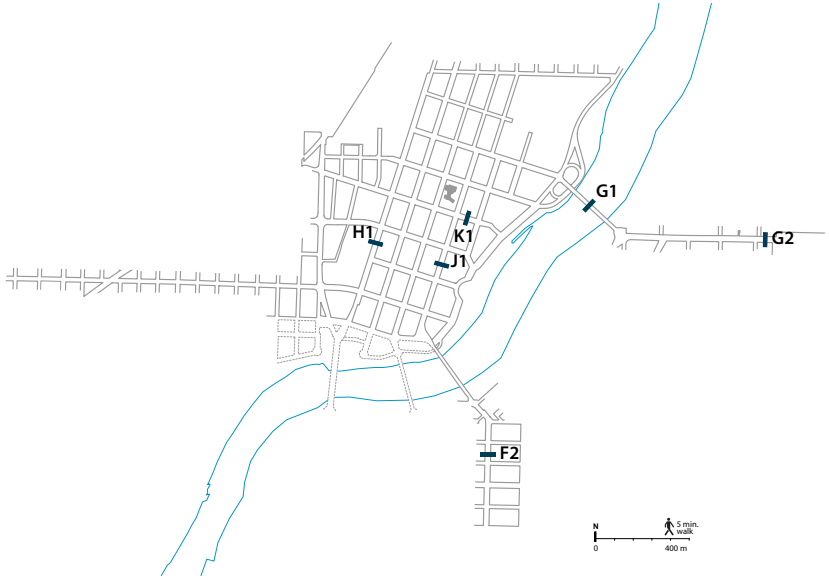
3,980 pedestrians all day



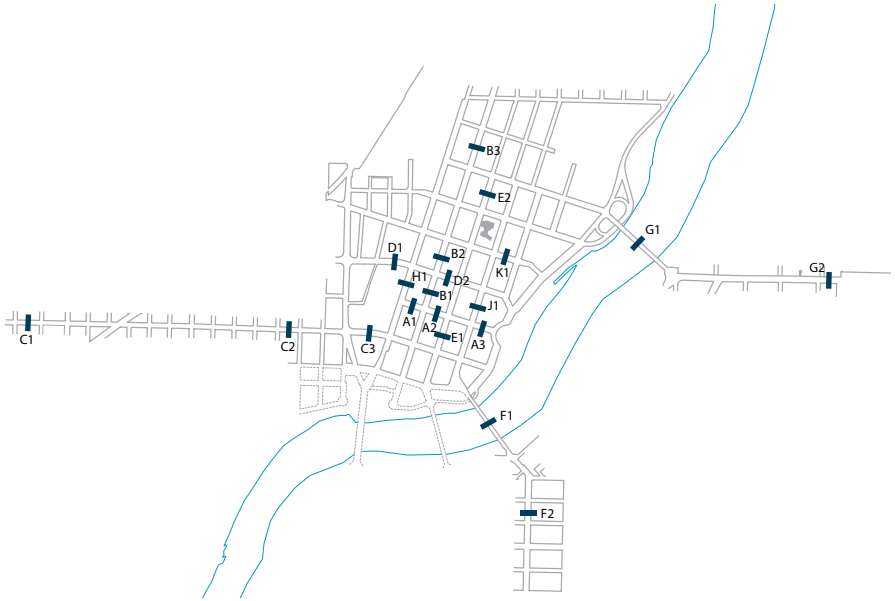
K1. 23rd St. E (between 3 Ave. N and 4 Ave. N)

2,916 pedestrians all day





Cycling Movement: Summer

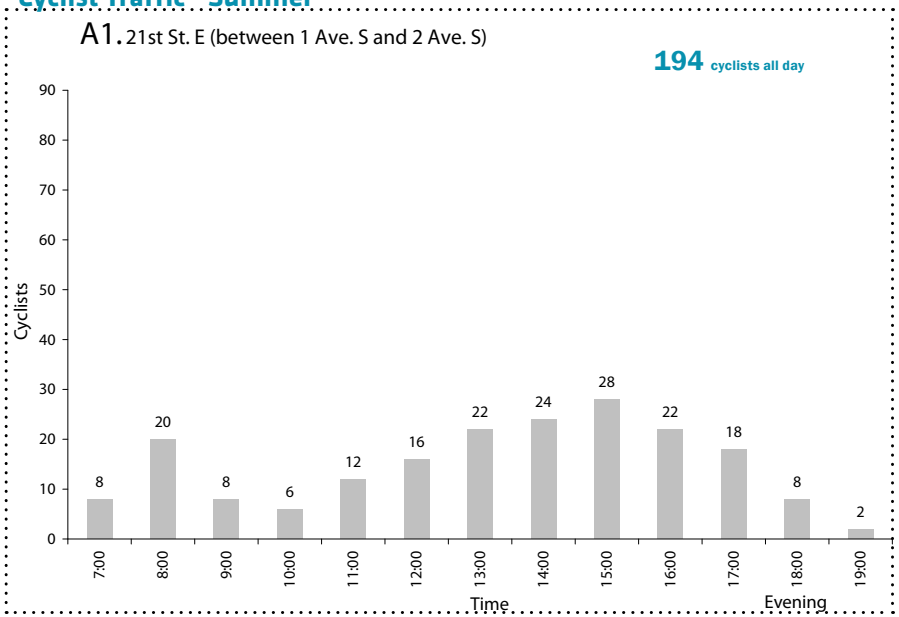


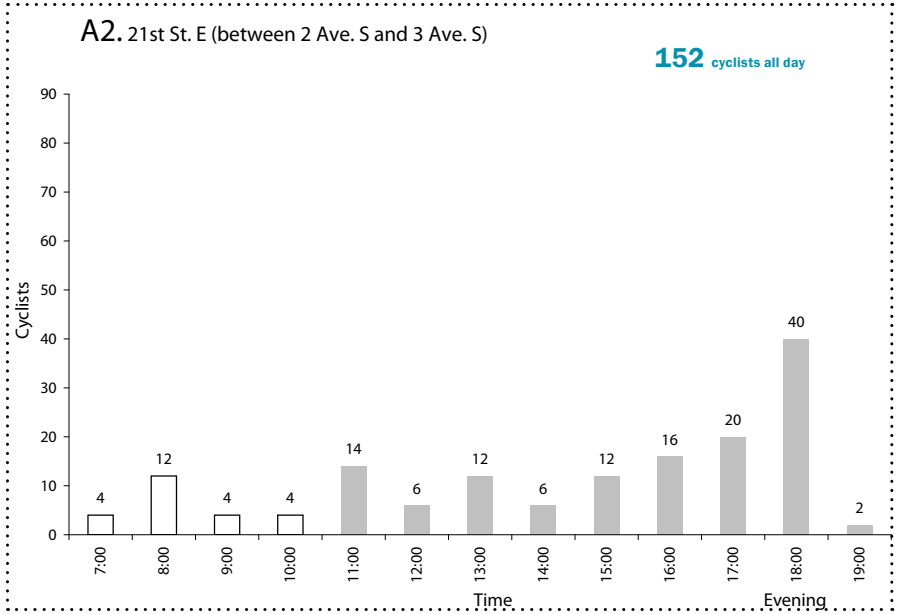
Cyclist Movement Survey Locations

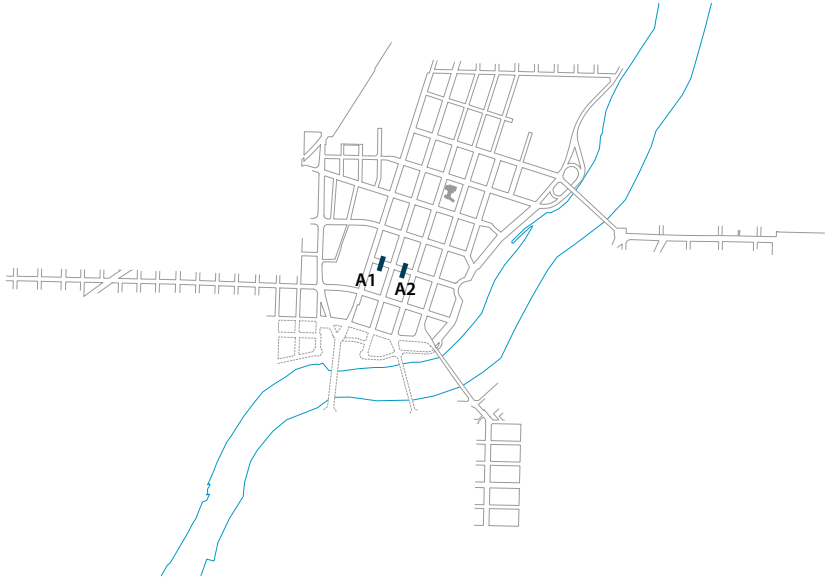
	2010 June		2010 Nov.	
	Day	Eve.	Day	Eve.
A1 21st St. E (between 1st Ave. & 2nd Ave.)	X	X	X	X
A2 21st St. E (between 2nd Ave. & 3rd Ave.)	X	X	X	X
A3 21st St. E (between 4th & Spadina Cres.)	X	X	X	X
B1 2nd St. E (between 21st & 22nd)	X	X	X	X
B2 2nd St. E (between 22nd & 23rd)	X	X	X	X
B3 2nd Ave. (between 25th & 26th)	X	X	X	X
C1 20th St. W (between Ave. O & Ave. P)	X	X	X	X
C2 20th St. W (between Ave. C & Ave. D)	X	X	X	X
C3 20th St. W (between Idylwyld Dr. & 1 Ave. S)	X	X	X	X
D1 22nd St. E (between Auditorium Ave. & 1st)	X	X	X	X
D2 22nd St. E (between 2nd Ave. & 3rd Ave.)	X	X	X	X
E1 3rd Ave. (between 20th & 21st)	X	X	X	X
E2 3rd Ave. (between 24th & 25th)	X	X	X	X
F1 Broadway Bridge	X	X	X	X
F2 Broadway Ave. (between 10th & 11th)	X	X	X	X
G1 University Bridge	X	X	X	X
G2 College Drive (between Bottomley & Cumberland)	X	X	X	X
H1 1st Ave. S (between 21st & 22nd)	X	X	X	X
J1 4th Ave. S (between 21st &22nd)	X	X	X	X
K1 23rd (between 4th Ave & 5th)	X	X	X	X

Cycling Movement: Summer

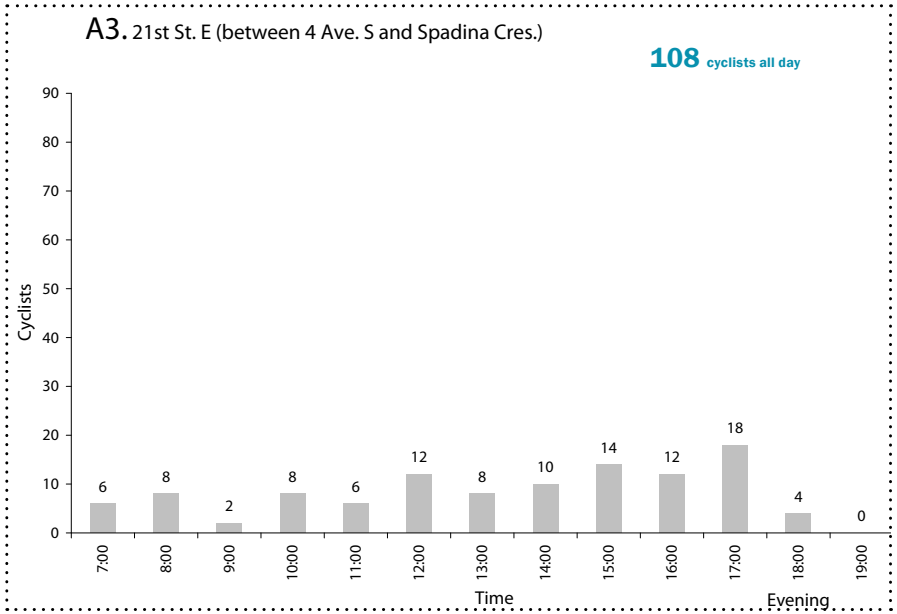
Cyclist Traffic - Summer

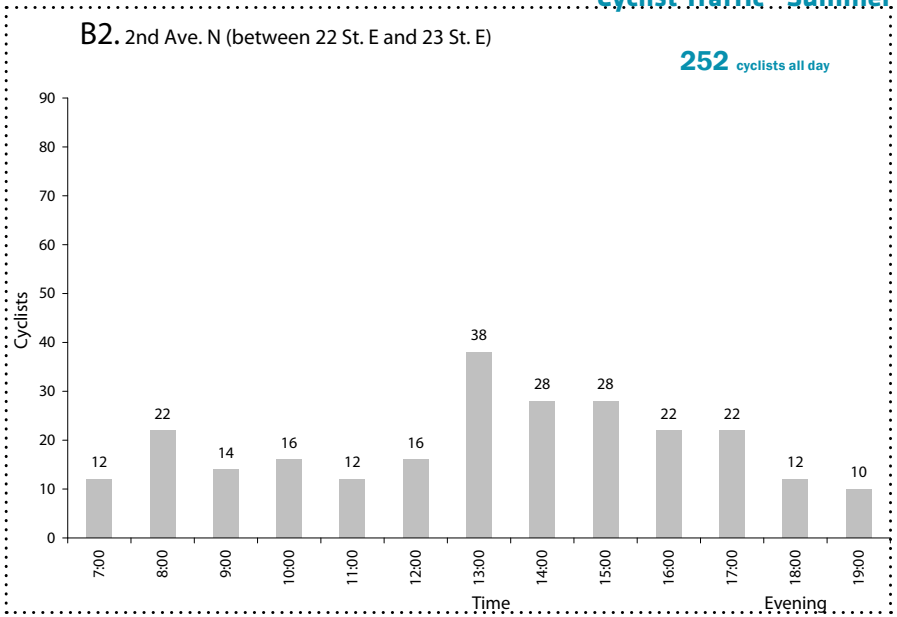


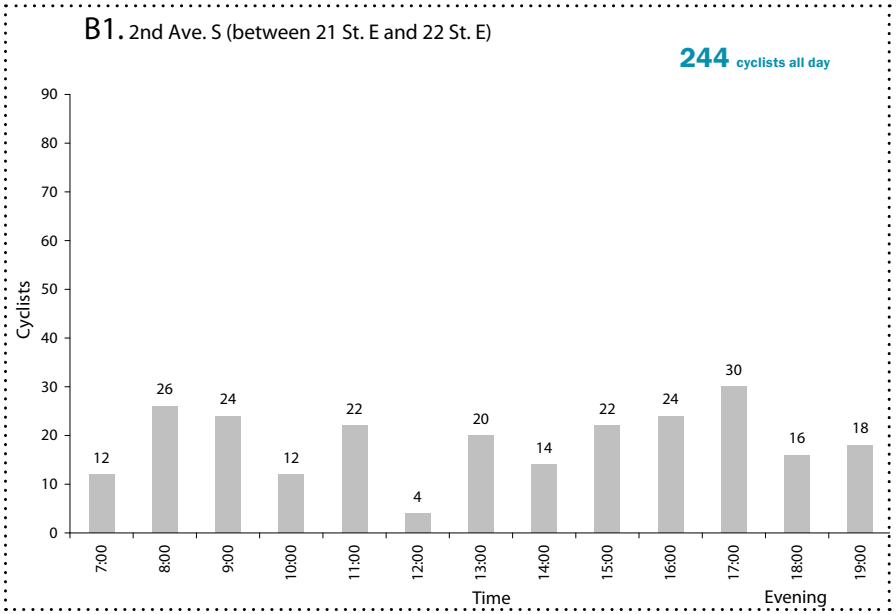


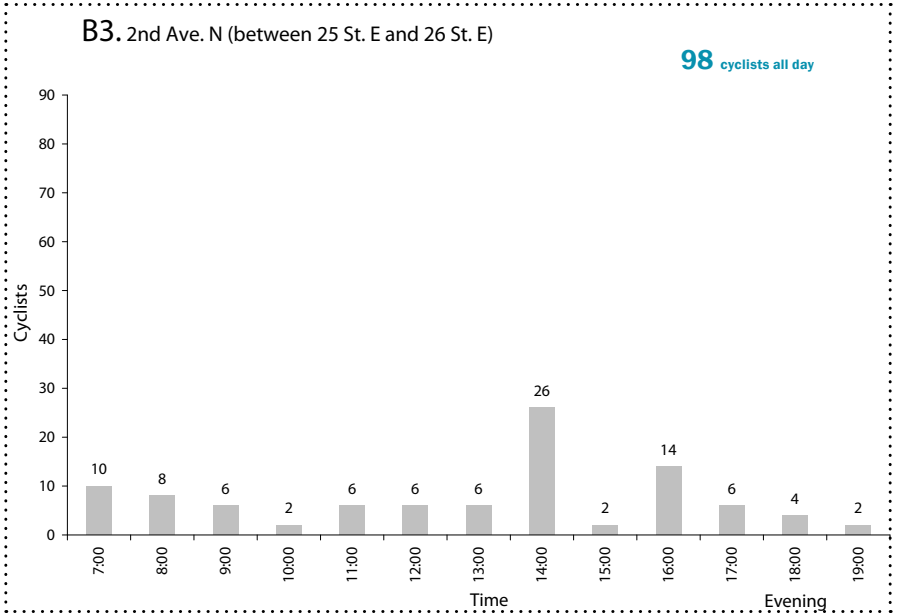


Cycling Movement: Summer







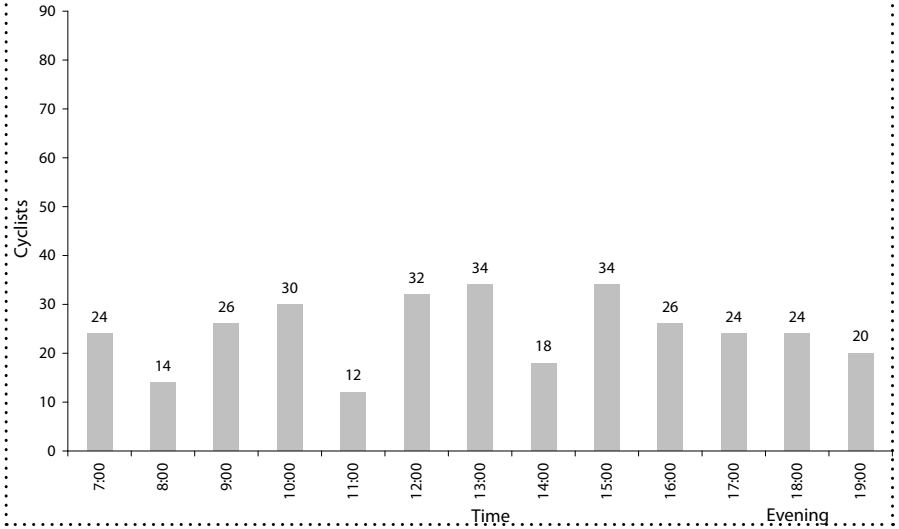


Cycling Movement: Summer

Cyclist Traffic - Summer

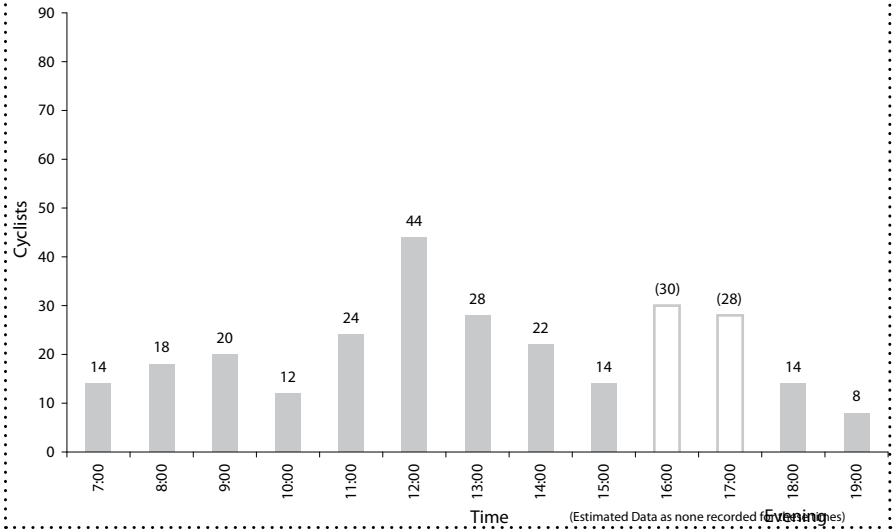
C1. 20th St. W (between Ave. O and Ave. P)

318 cyclists all day

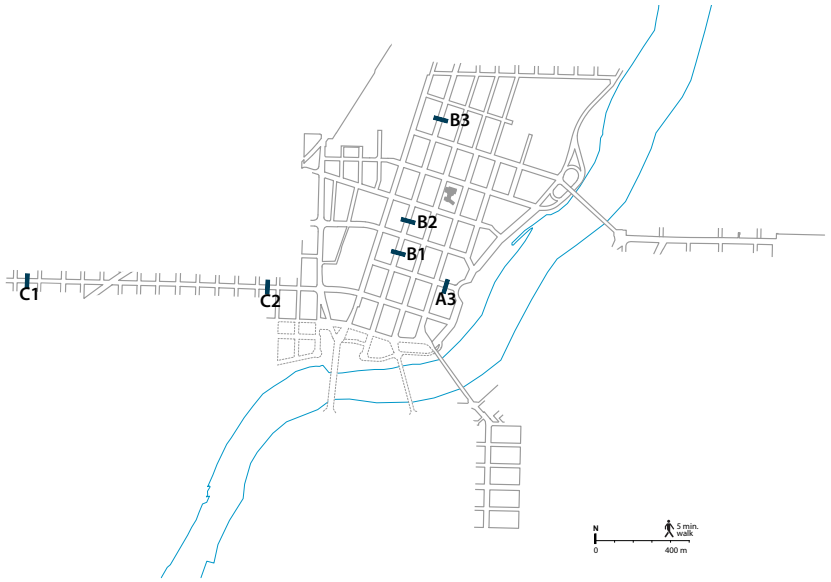


C2. 20th St. W (between Ave. C and Ave. D)

276 cyclists all day



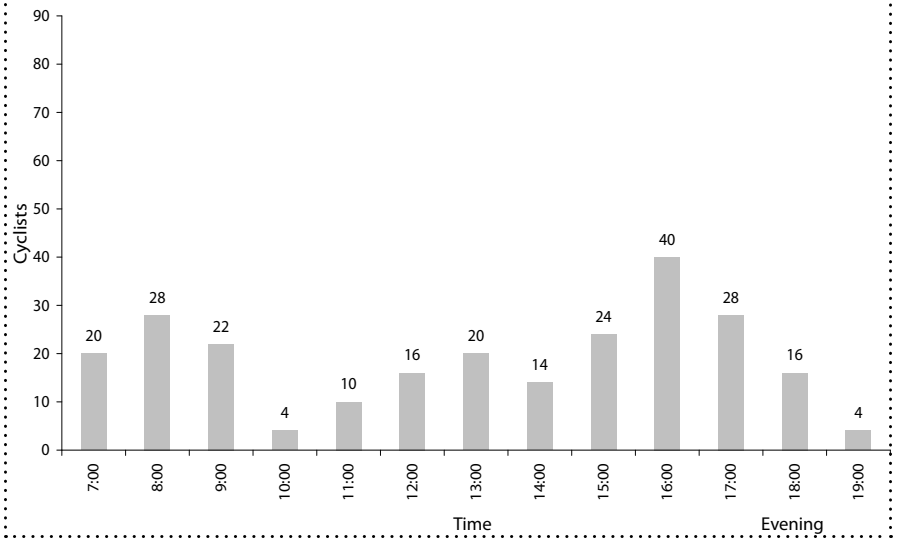
(Estimated Data as none recorded for these times)



Cycling Movement: Summer

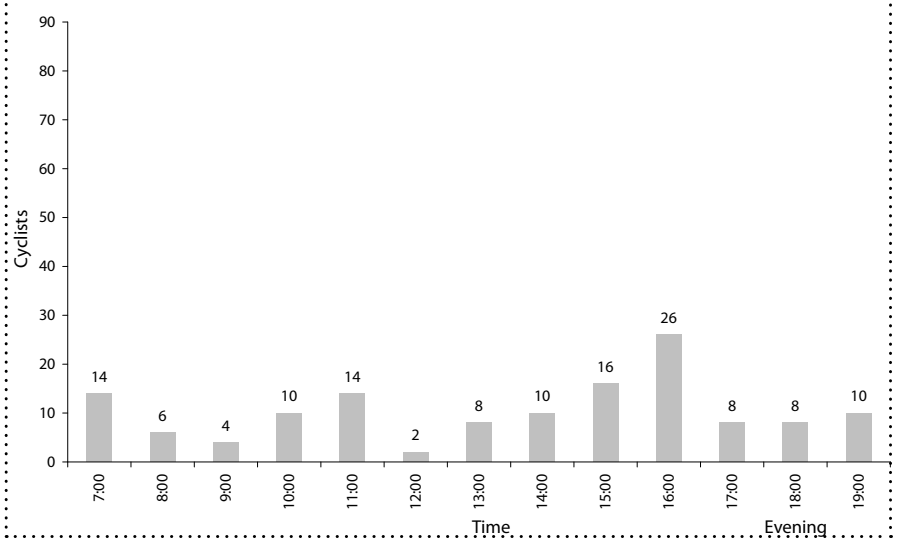
C3. 20 St. E (between Idylwyld and 1st Ave. S)

246 cyclists all day



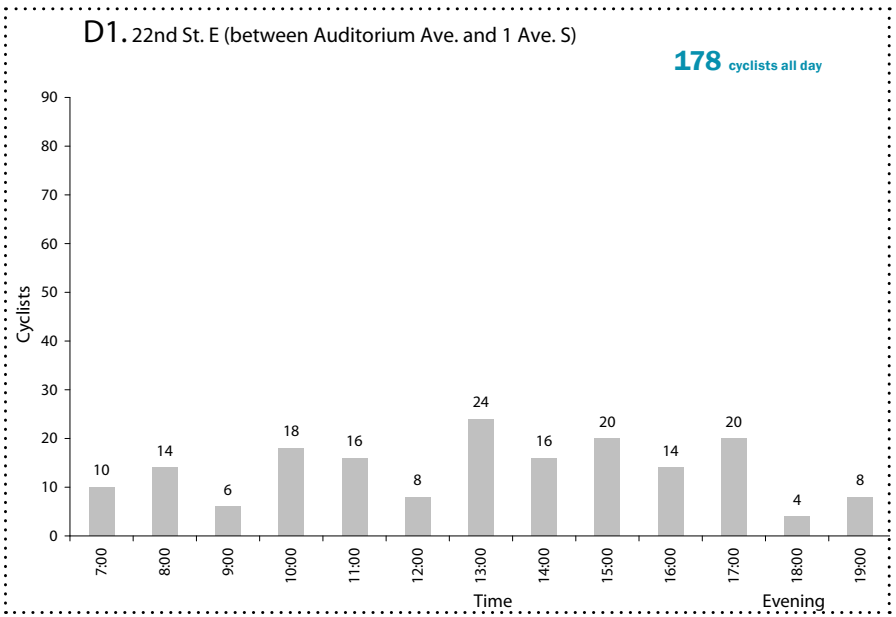
D2. 22nd St. E (between 2 Ave. N and 3 Ave. N)

136 cyclists all day



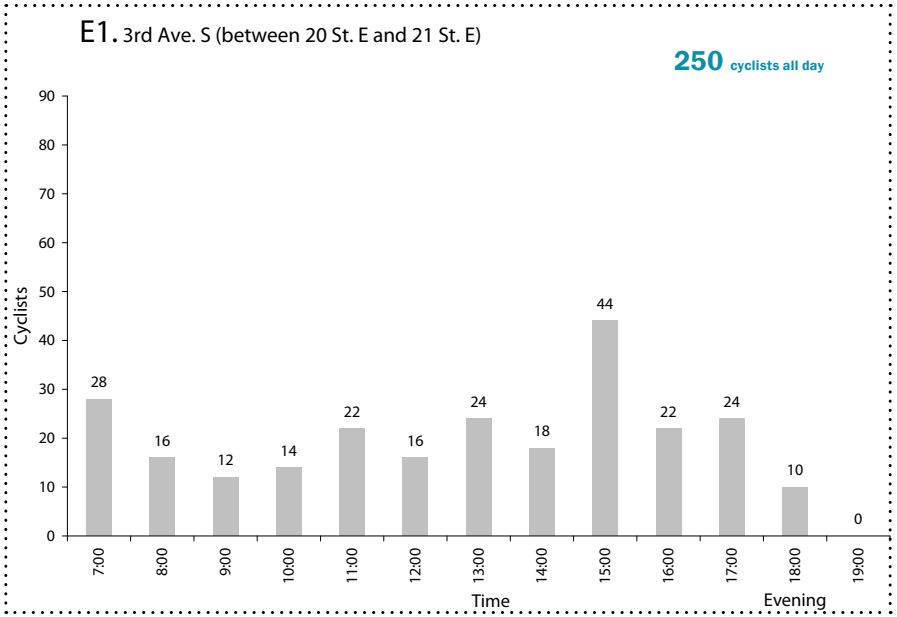
D1. 22nd St. E (between Auditorium Ave. and 1 Ave. S)

178 cyclists all day



E1. 3rd Ave. S (between 20 St. E and 21 St. E)

250 cyclists all day

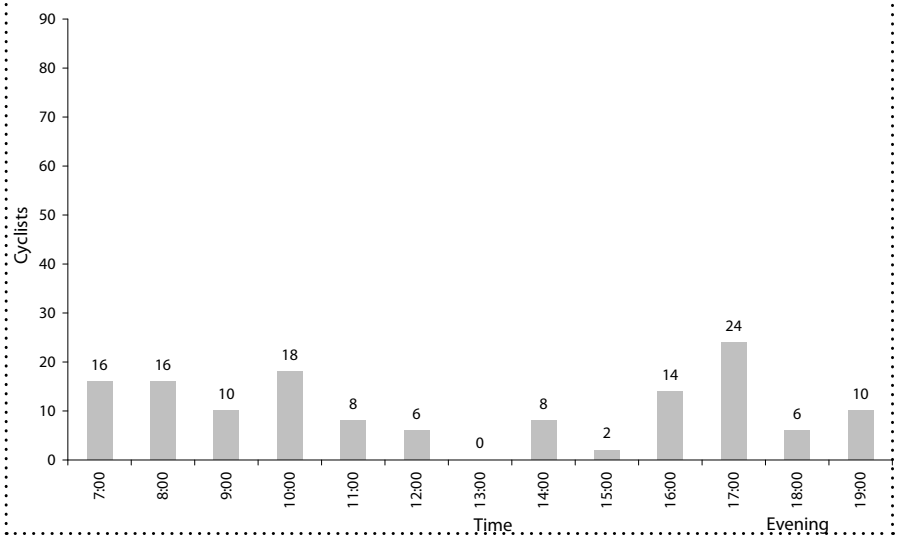


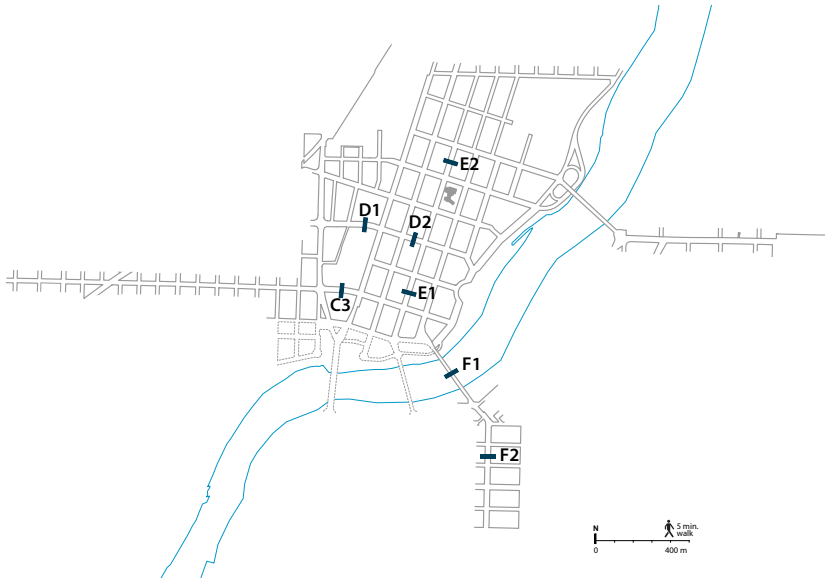
Cycling Movement: Summer

Cyclist Traffic - Summer

E2. 3rd Ave. N (between 24 St. E and 25 St. E)

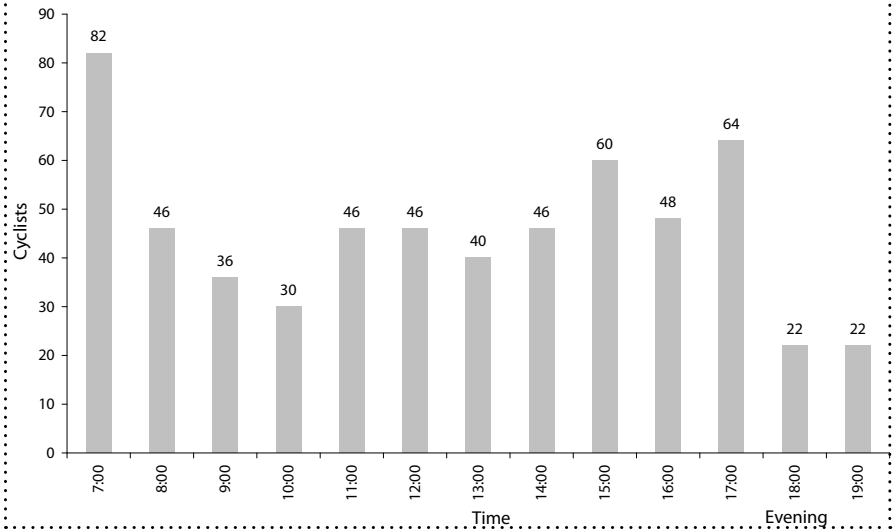
138 cyclists all day





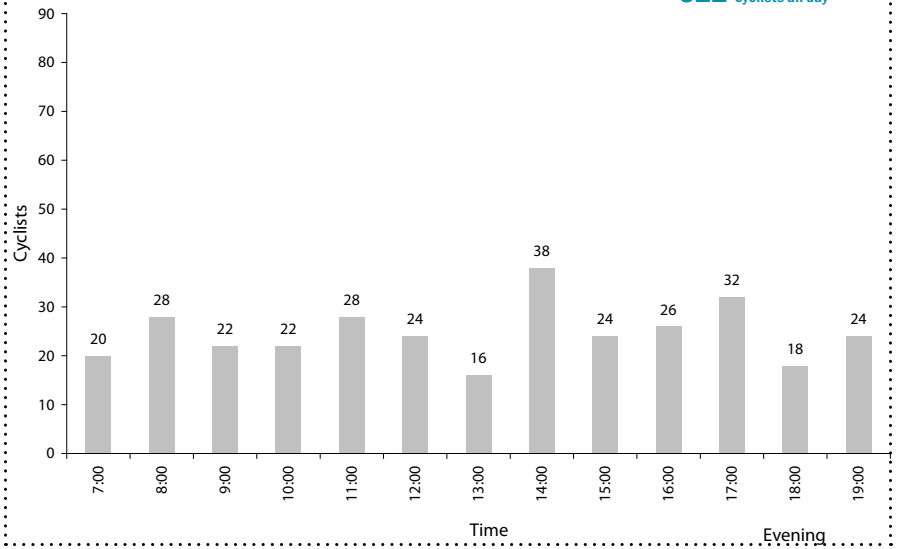
F1. Broadway Bridge

588 cyclists all day



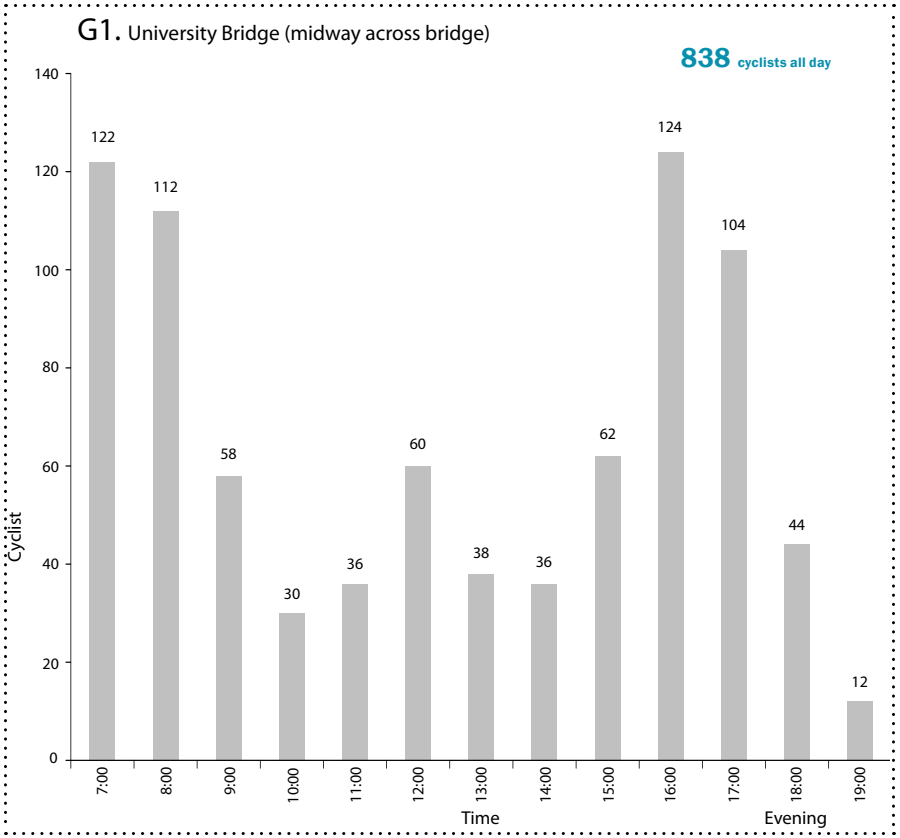
F2. Broadway Ave. (between 10 St. E and 11 St. E)

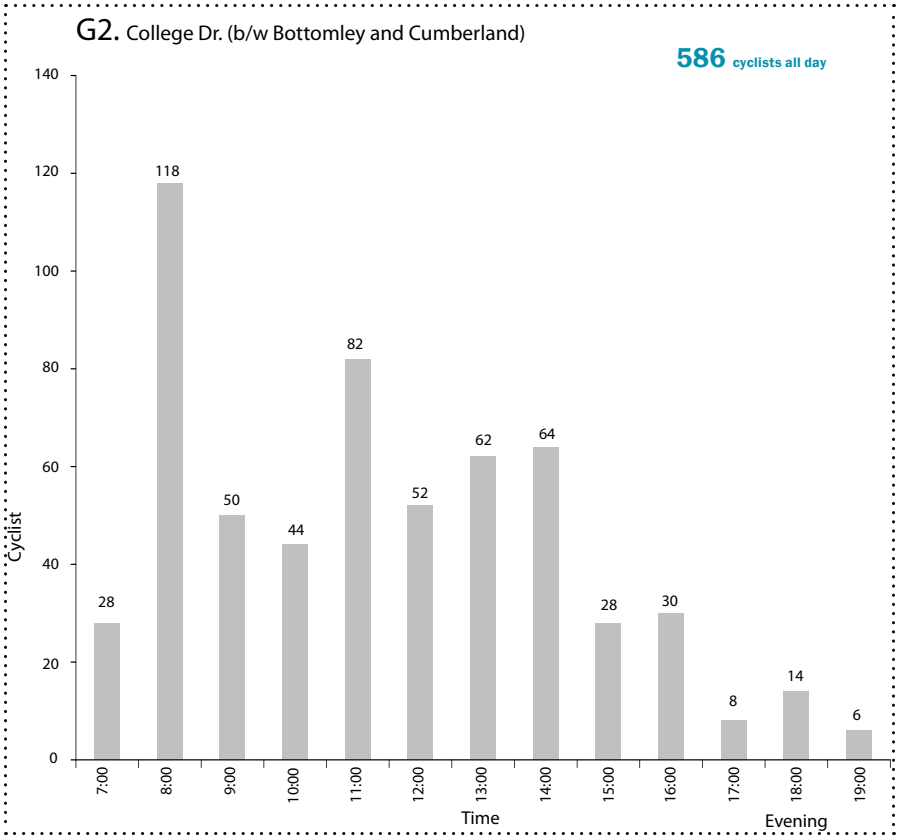
322 cyclists all day



Cycling Movement: Summer

Cyclist Traffic - Summer



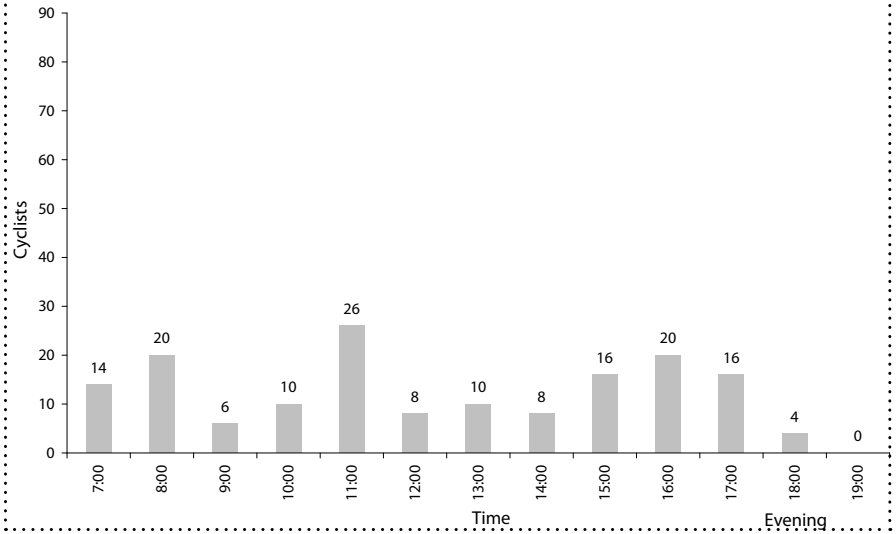


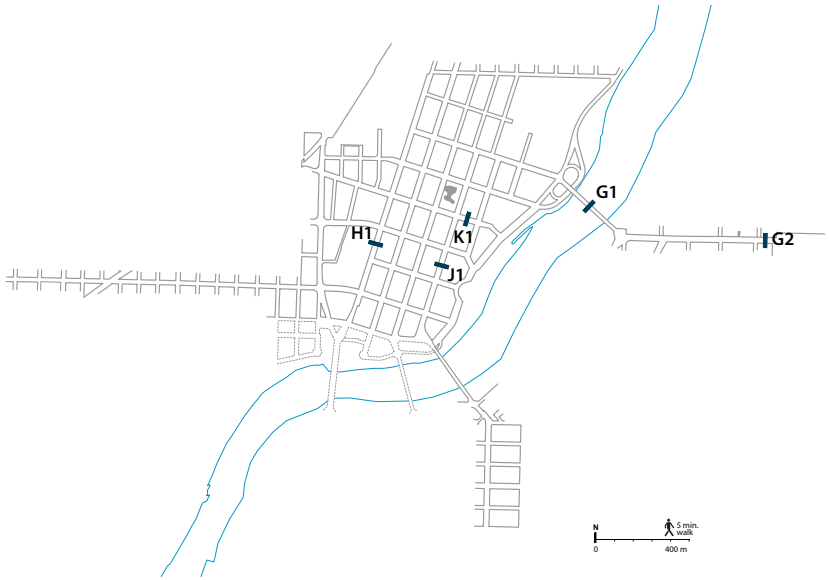
Cycling Movement: Summer

Cyclist Traffic - Summer

H1. 1st Ave. S (between 21 St. E and 22 St. E)

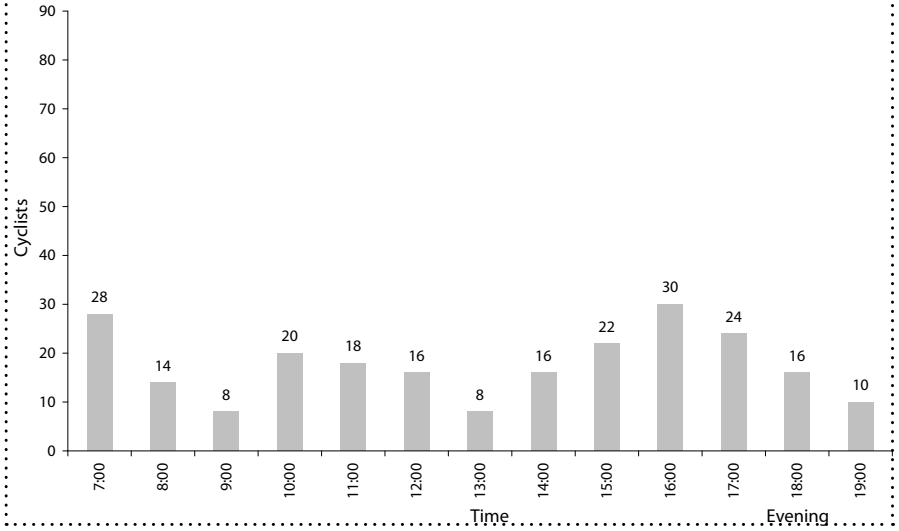
158 cyclists all day





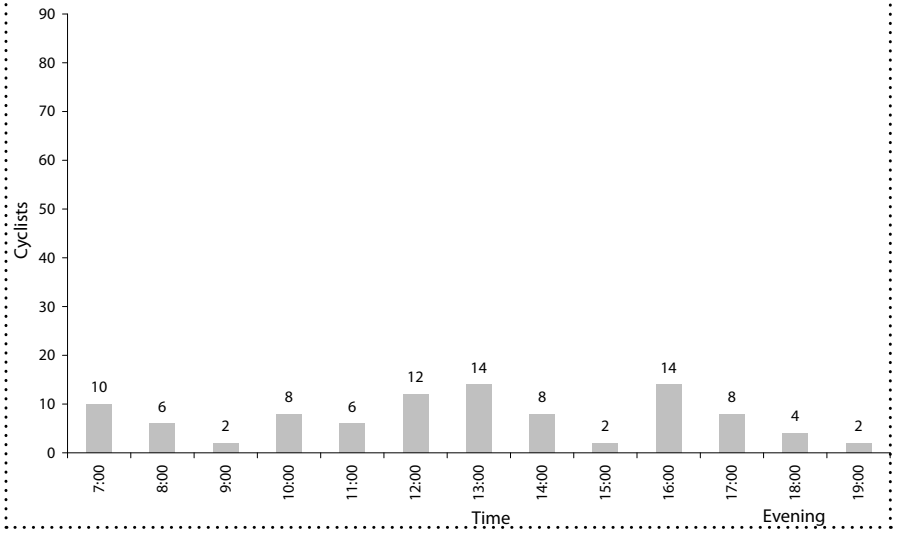
J1. 4th Ave. S (between 21 St. E and 22 St. E)

230 pedestrians all day

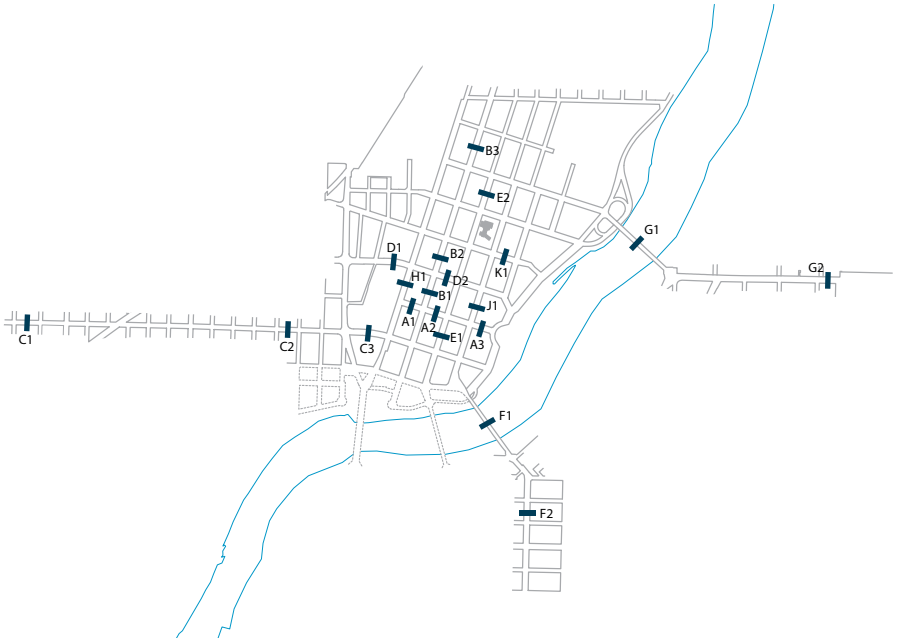


K1. 23rd St. E (between 3 Ave. N and 4 Ave. N)

96 pedestrians all day



Cycling Movement: Winter

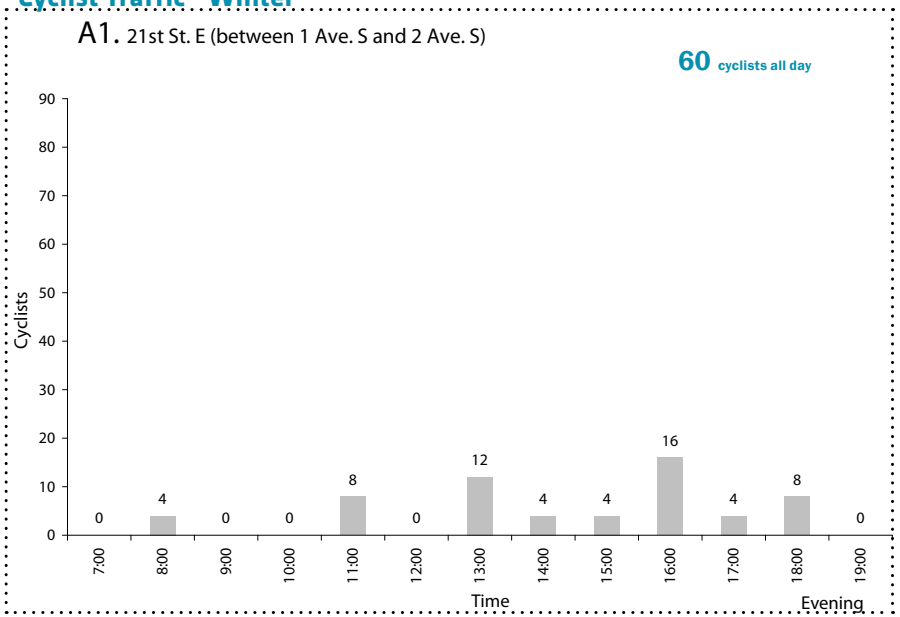


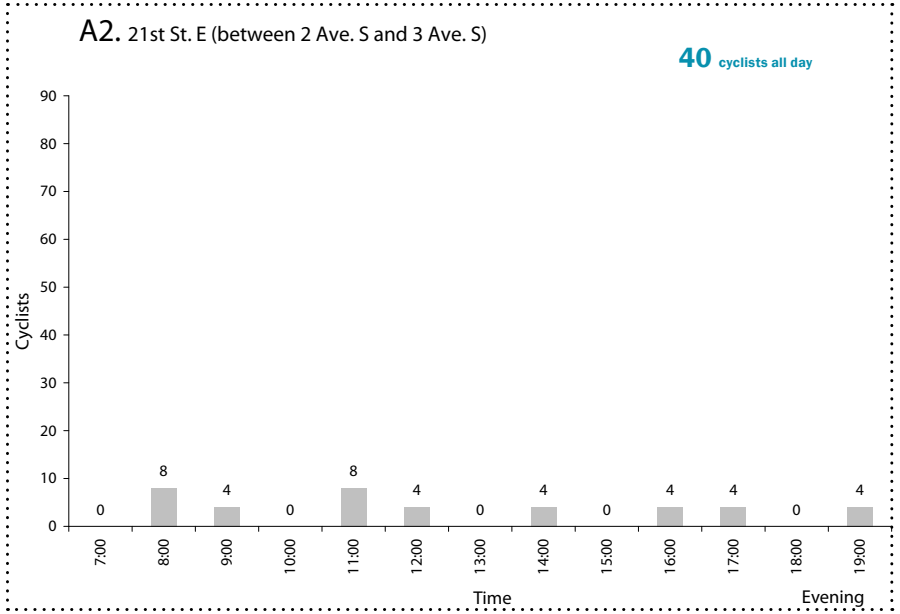
Cyclist Traffic Survey Locations

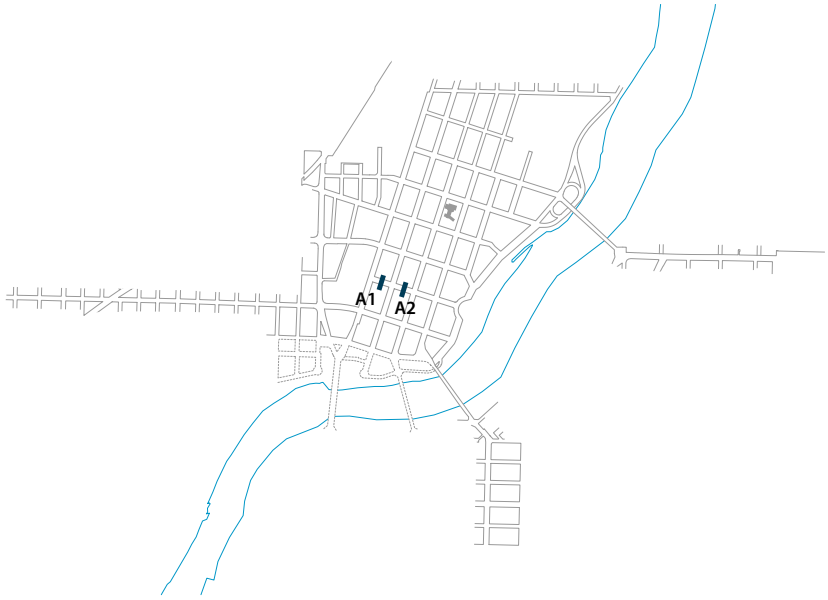
	2010 June		2010 Nov.	
	Day	Eve.	Day	Eve.
A1 21st St. E (between 1st Ave. & 2nd Ave.)	X	X	X	X
A2 21st St. E (between 2nd Ave. & 3rd Ave.)	X	X	X	X
A3 21st St. E (between 4th & Spadina Cres.)	X	X	X	X
B1 2nd St. E (between 21st & 22nd)	X	X	X	X
B2 2nd St. E (between 22nd & 23rd)	X	X	X	X
B3 2nd Ave. (between 25th & 26th)	X	X	X	X
C1 20th St. W (between Ave. O & Ave. P)	X	X	X	X
C2 20th St. W (between Ave. C & Ave. D)	X	X	X	X
C3 20th St. W (between Idylwyld Dr. & 1 Ave. S)	X	X	X	X
D1 22nd St. E (between Auditorium Ave. & 1st)	X	X	X	X
D2 22nd St. E (between 2nd Ave. & 3rd Ave.)	X	X	X	X
E1 3rd Ave. (between 20th & 21st)	X	X	X	X
E2 3rd Ave. (between 24th & 25th)	X	X	X	X
F1 Broadway Bridge	X	X	X	X
F2 Broadway Ave. (between 10th & 11th)	X	X	X	X
G1 University Bridge	X	X	X	X
G2 College Drive (between Bottomley & Cumberland)	X	X	X	X
H1 1st Ave. S (between 21st & 22nd)	X	X	X	X
J1 4th Ave. S (between 21st &22nd)	X	X	X	X
K1 23rd (between 4th Ave & 5th)	X	X	X	X

Cycling Movement: Winter

Cyclist Traffic - Winter



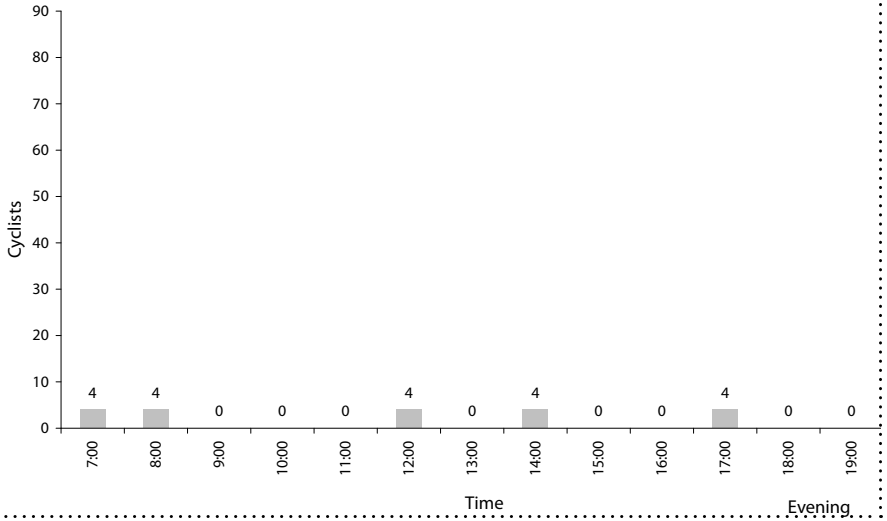




Cycling Movement: Winter

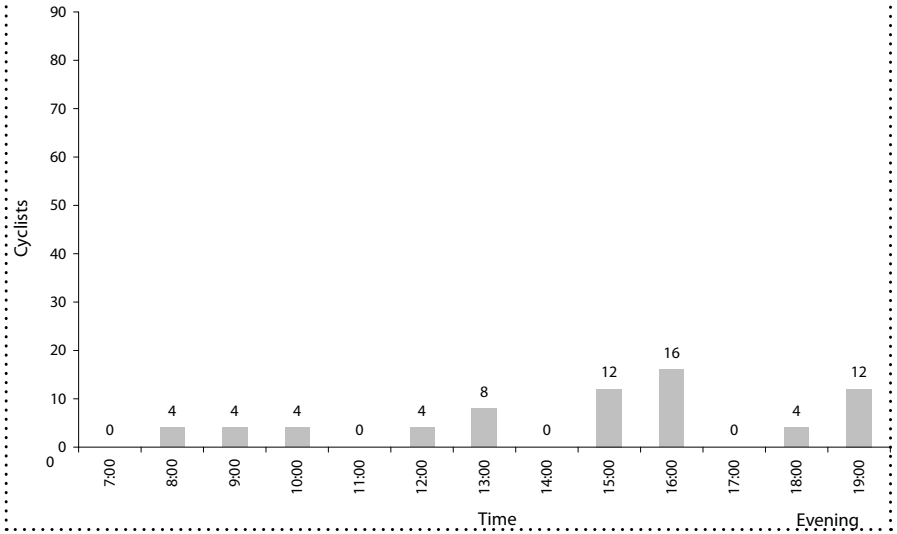
A3. 21st St. E (between 4 Ave. S and Spadina Cres.)

20 cyclists all day



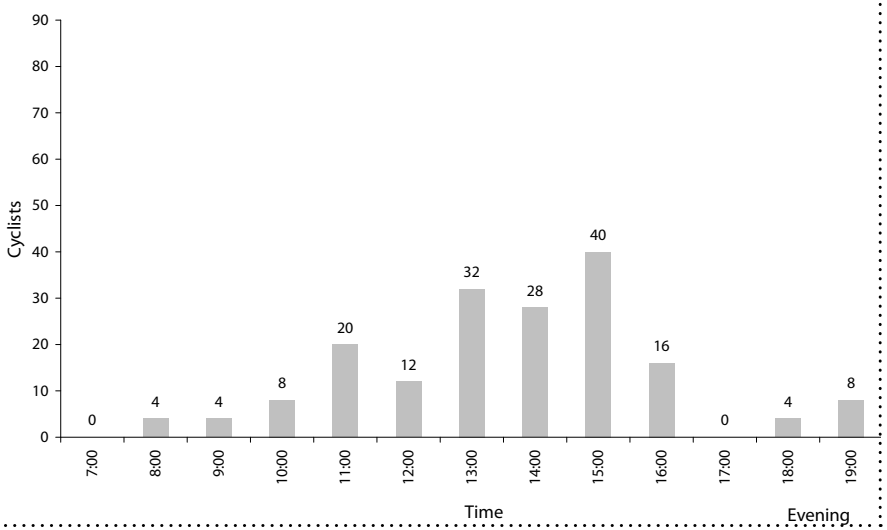
B2. 2nd Ave. N (between 22 St. E and 23 St. E)

68 cyclists all day



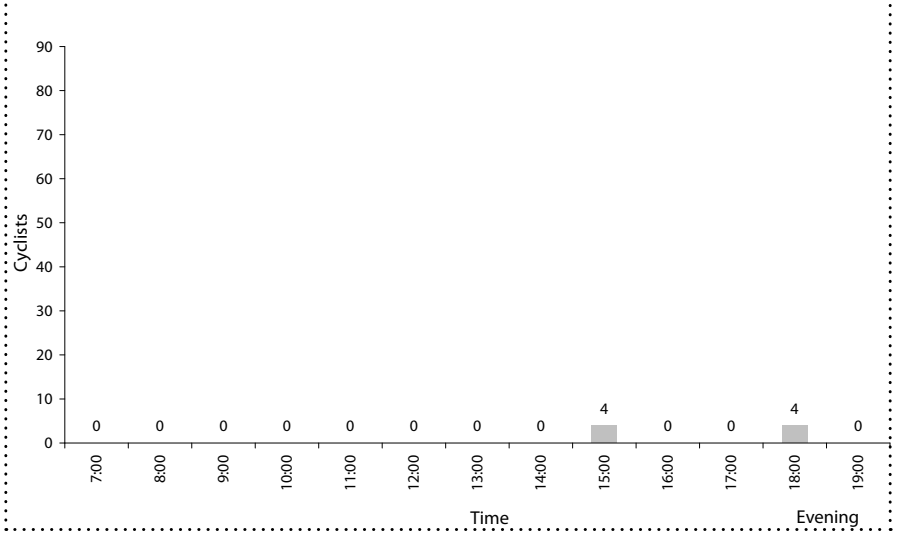
B1. 2nd Ave. S (between 21 St. E and 22 St. E)

176 cyclists all day



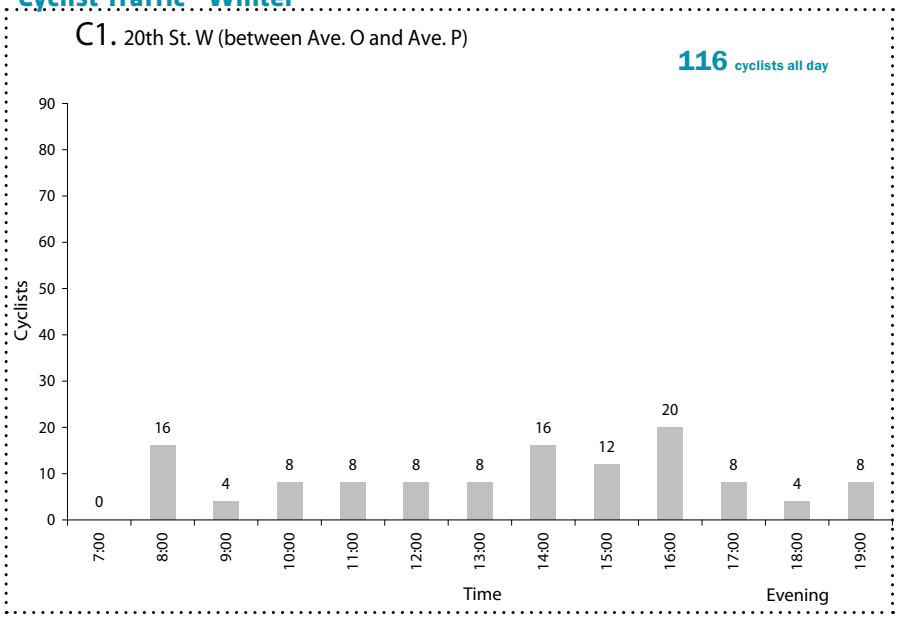
B3. 2nd Ave. N (between 25 St. E and 26 St. E)

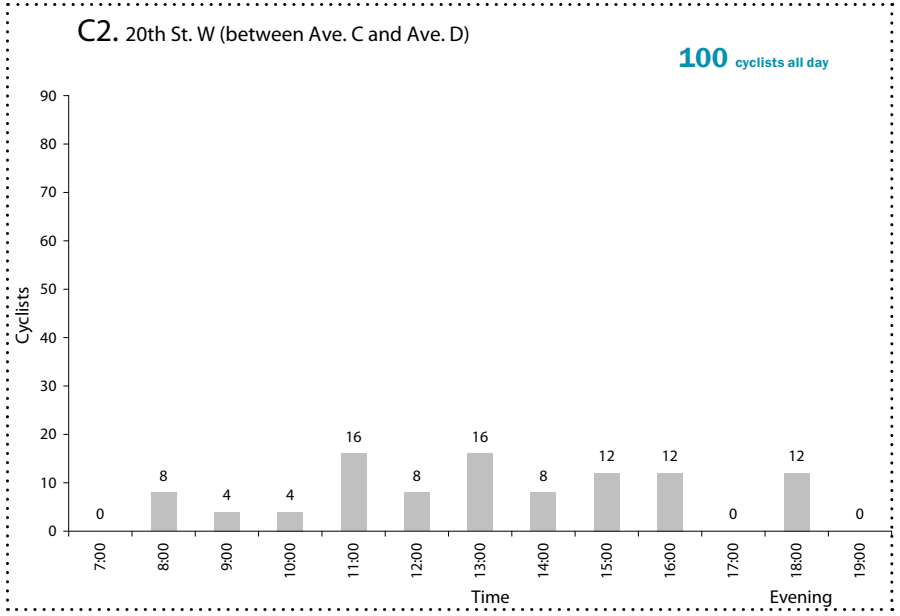
8 cyclists all day

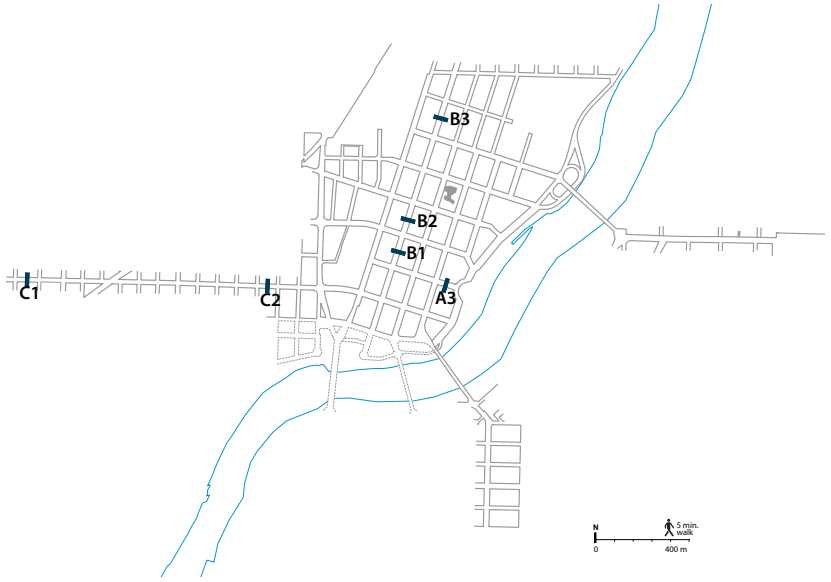


Cycling Movement: Winter

Cyclist Traffic - Winter





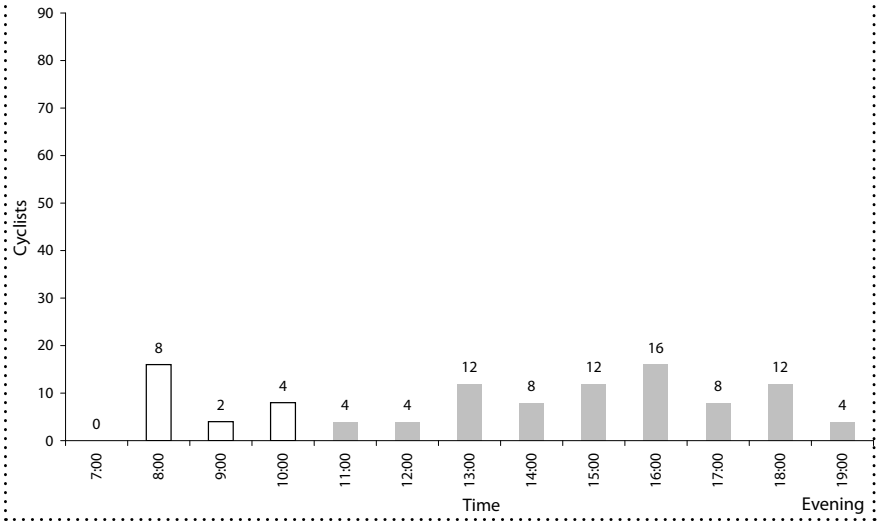


Cycling Movement: Winter

Cyclist Traffic - Winter

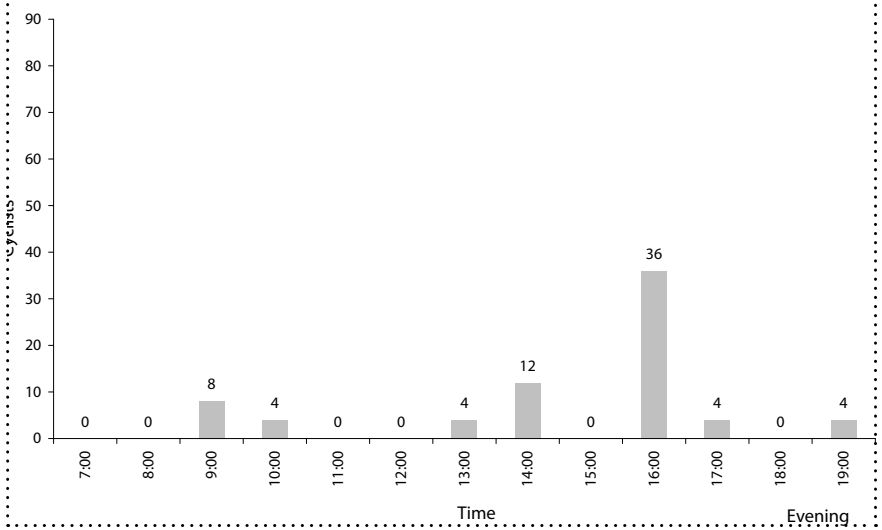
C3. 20th St. E (between Idylwyld and 1 Ave. S)

108 Cyclists all day



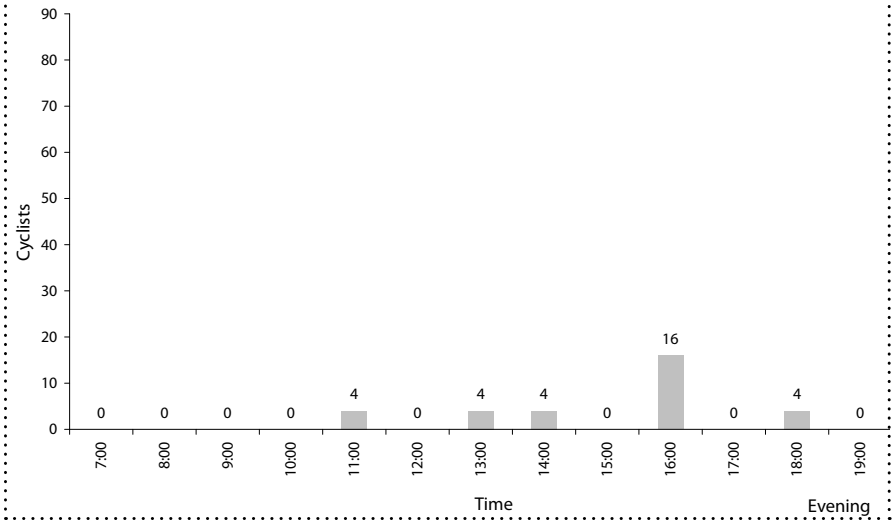
D2. 22nd St. E (between 2 Ave. N and 3 Ave. N)

72 Cyclists all day



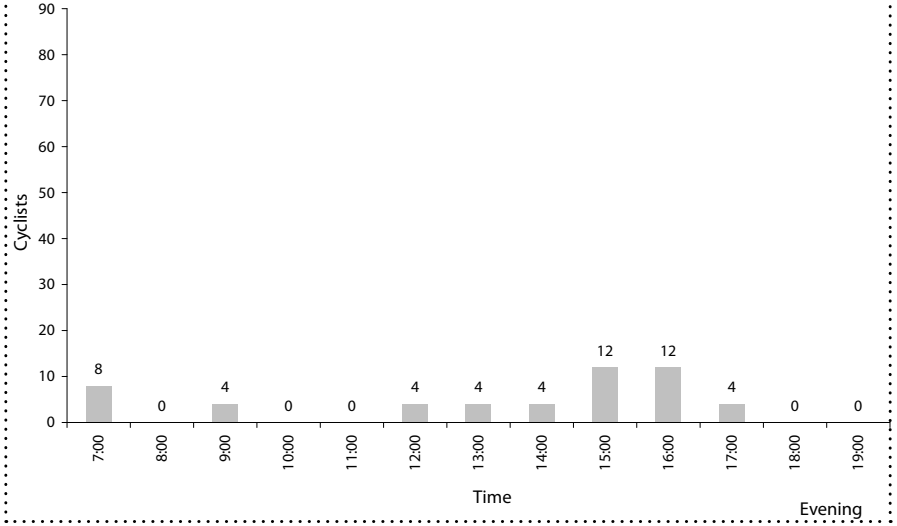
D1. 22nd St. E (between Auditorium Ave. and 1 Ave. S)

32 cyclists all day



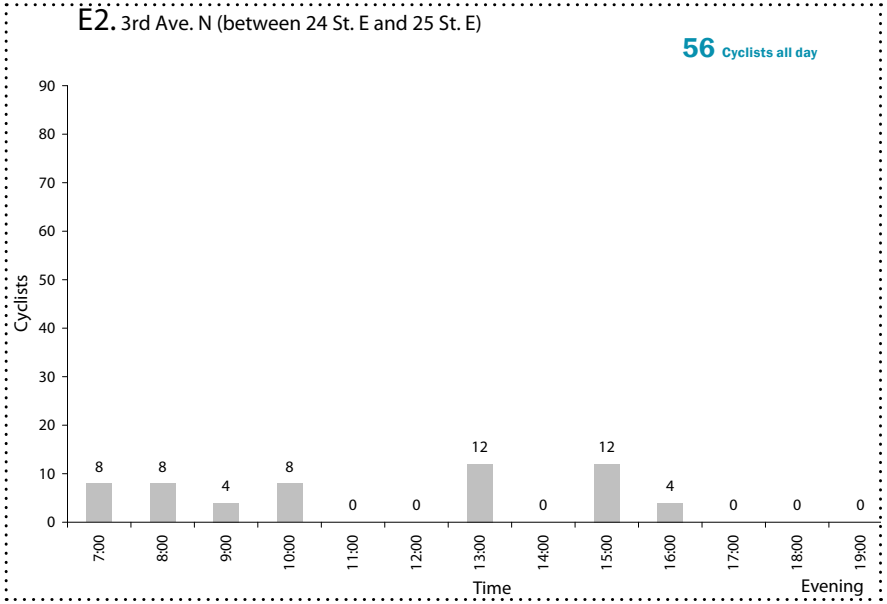
E1. 3rd Ave. S (between 20 St. E and 21 St. E)

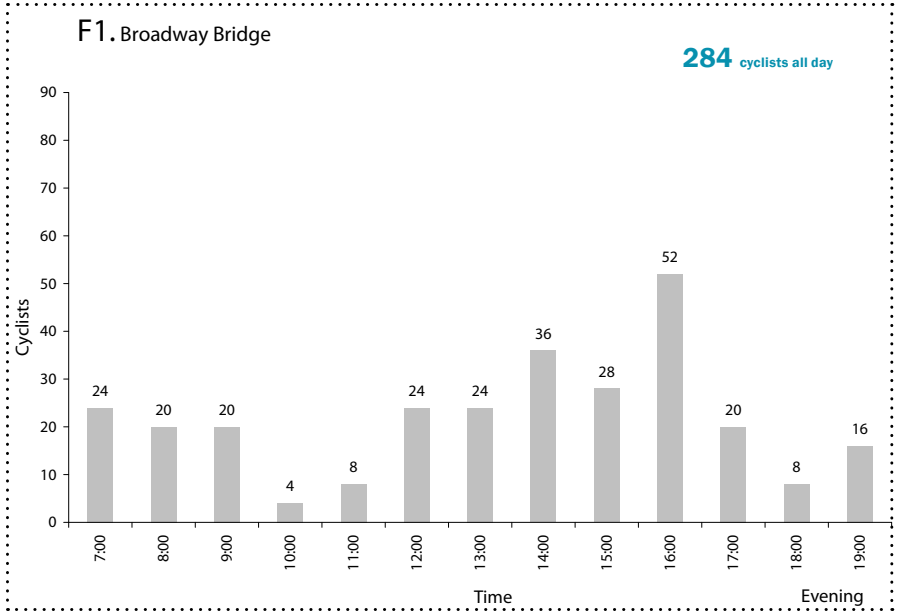
52 cyclists all day

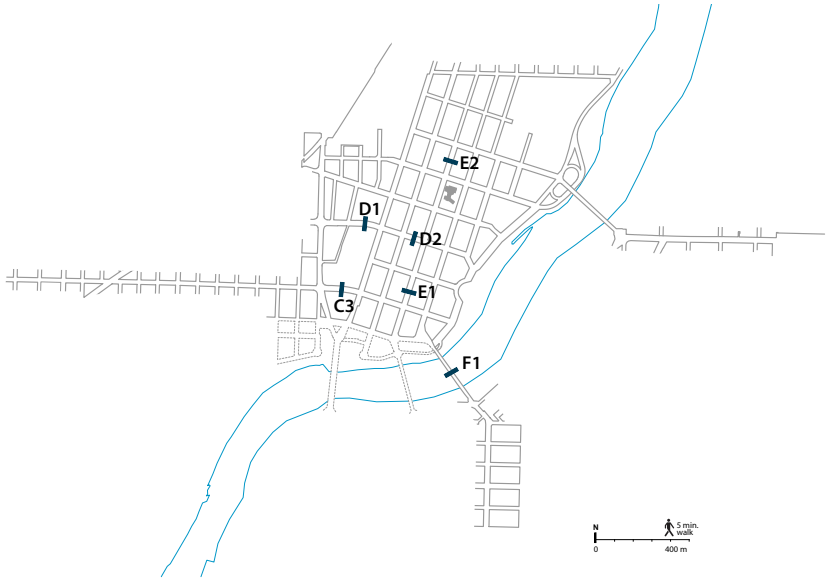


Cycling Movement: Winter

Cyclist Traffic - Winter





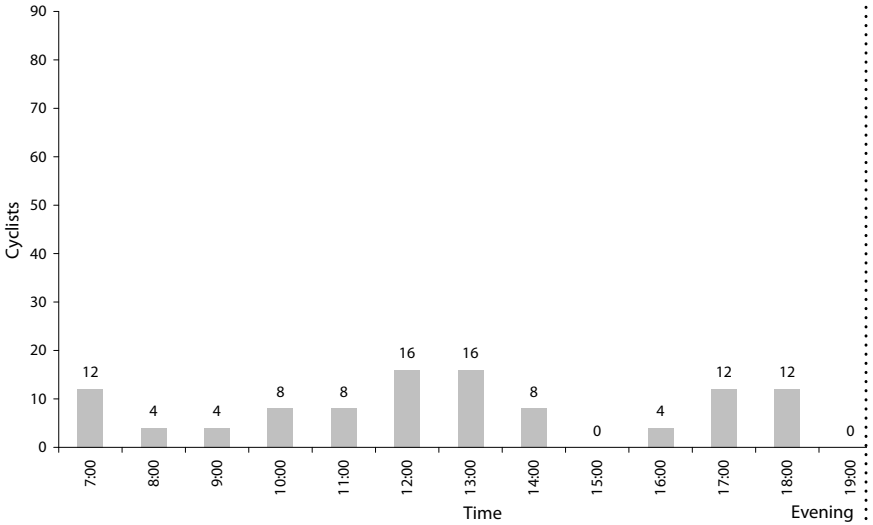


Cycling Movement: Winter

Cyclist Traffic - Winter

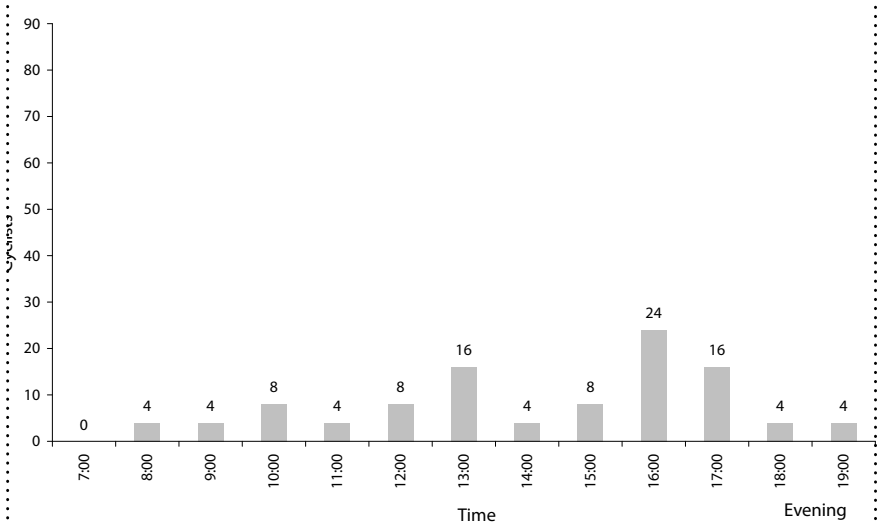
F2. Broadway (between 10 St. E and 11 St. E)

104 Cyclists all day



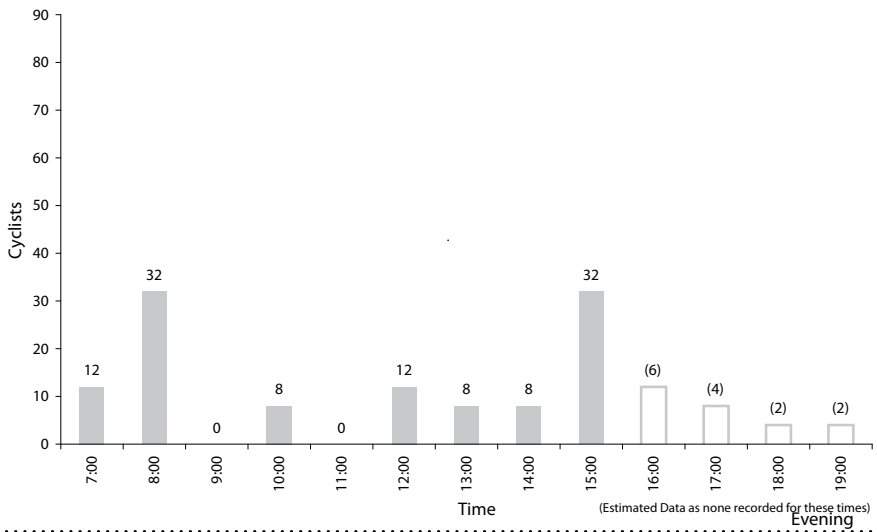
G2. College Drive (between Bottomley and Cumberland)

416 Cyclists all day



G1. University Bridge

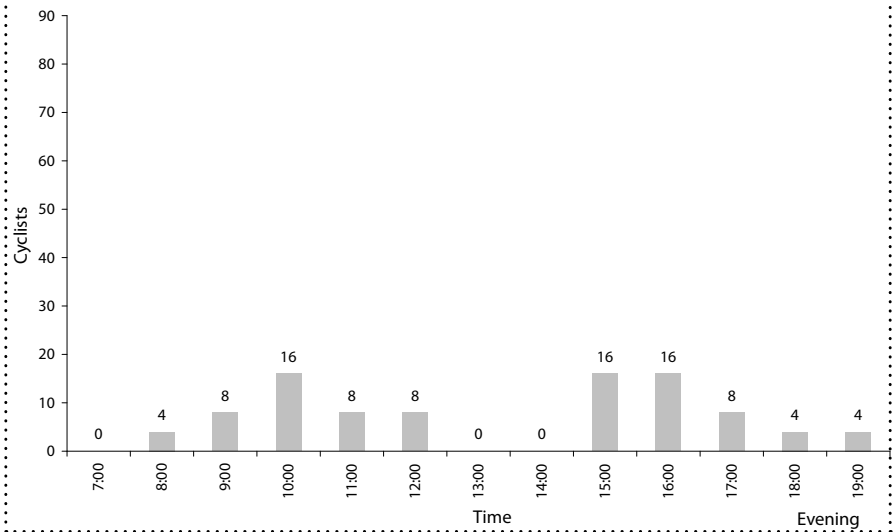
140 cyclists all day



(Estimated Data as none recorded for these times)

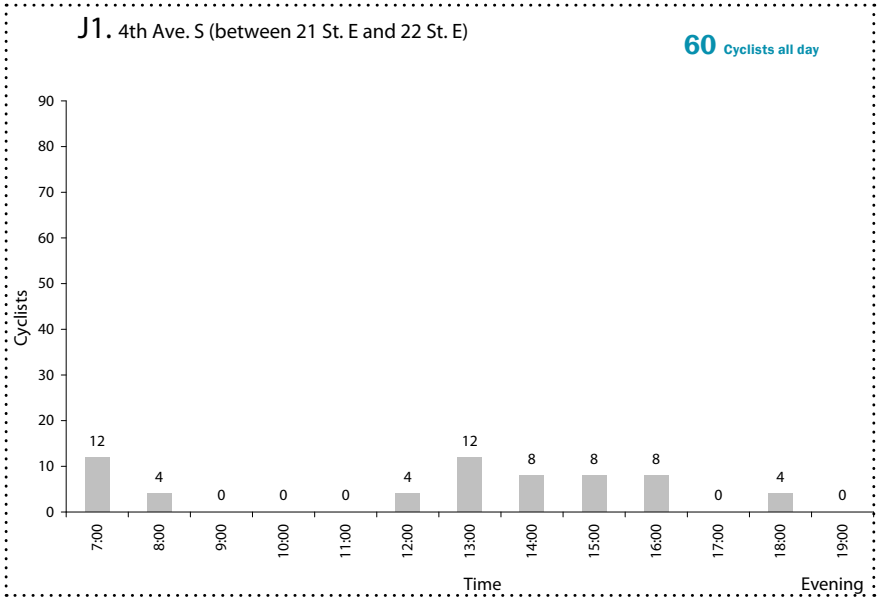
H1. 1st Ave. S (between 21 St. E and 22 St. E)

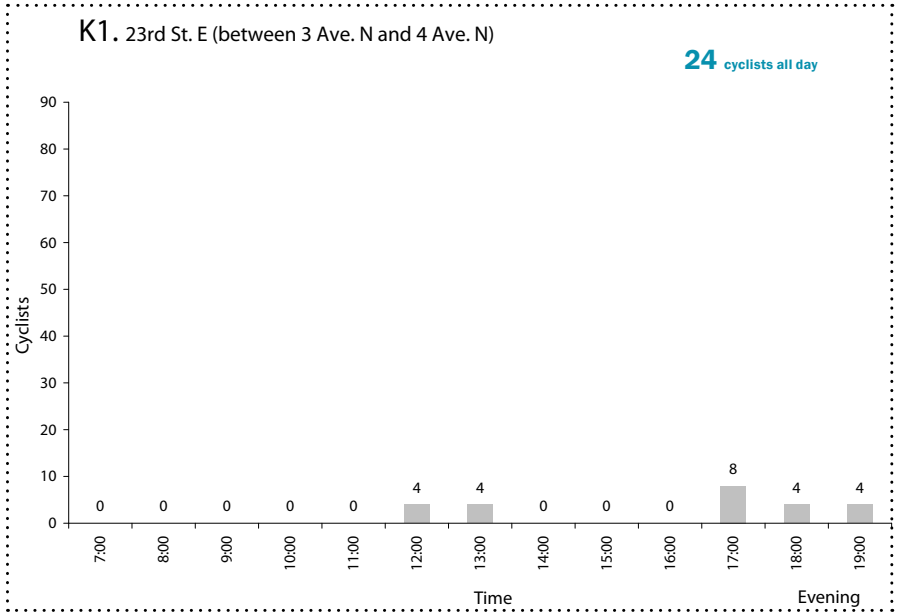
92 cyclists all day

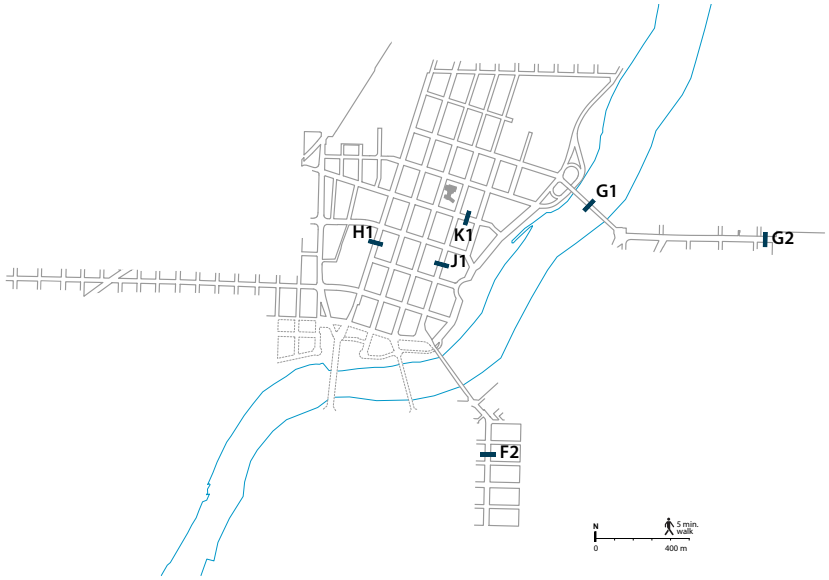


Cycling Movement: Winter

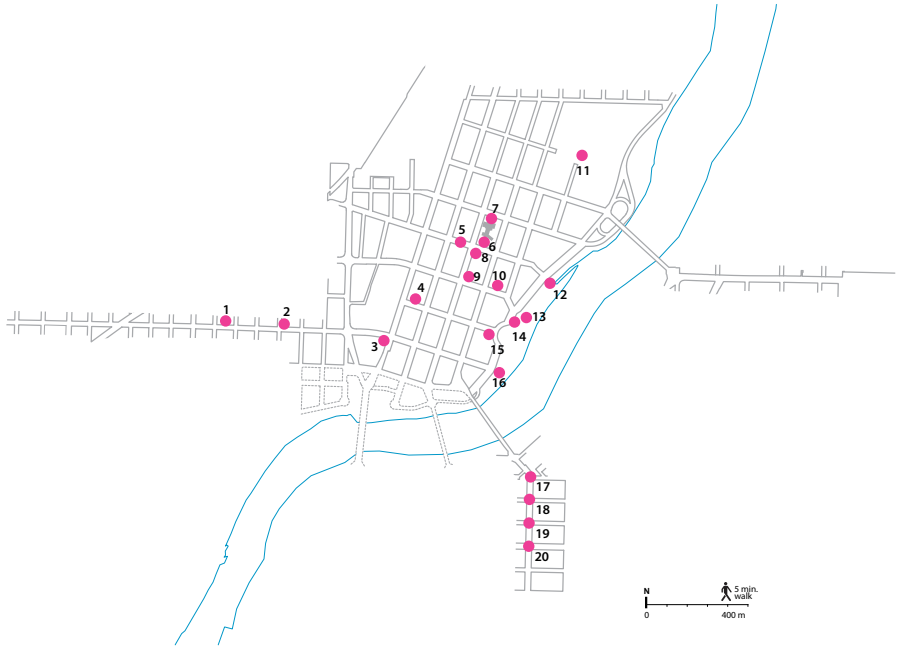
Cyclist Traffic - Winter







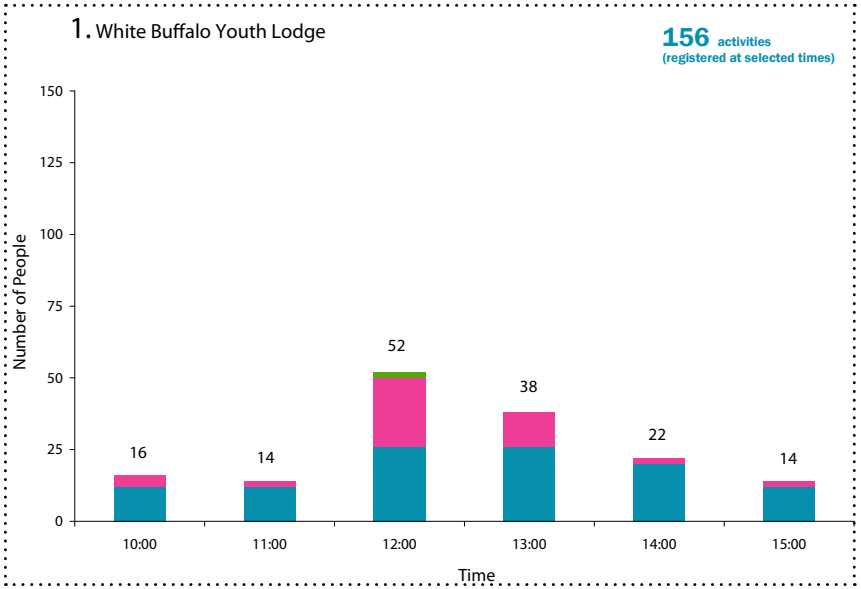
Stationary Activity Sites: Summer

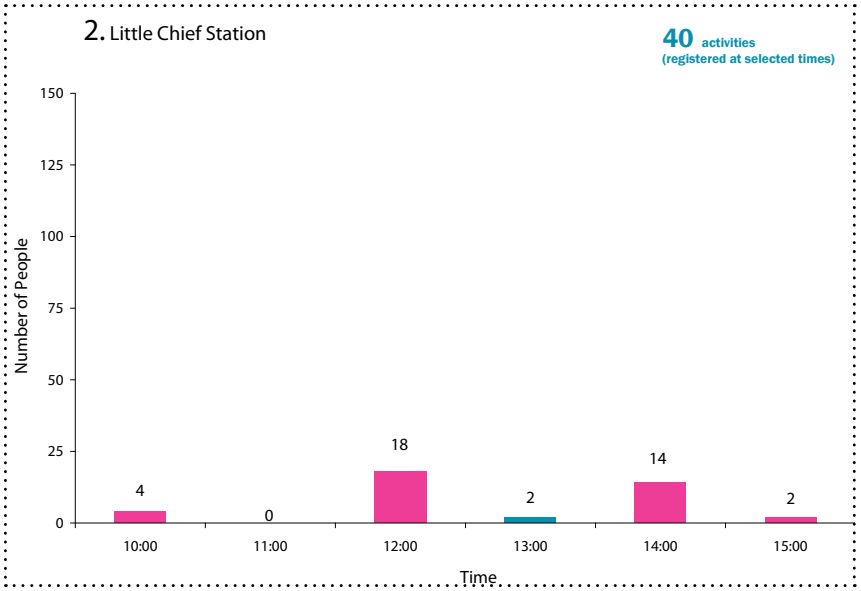


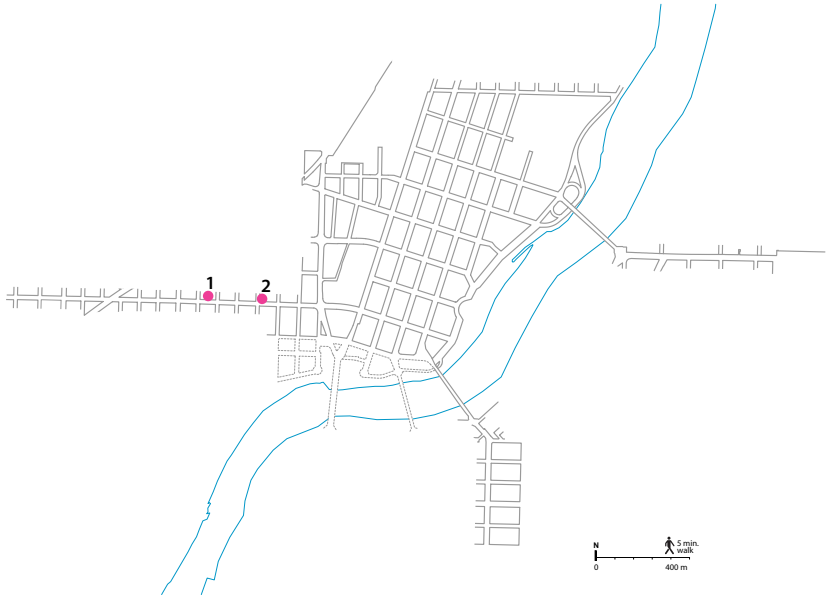
Stationary Activity Survey Locations	2010 June	2010 Nov.
1. White Buffalo Youth Lodge	X	X
2. Little Chief Station	X	X
3. Statue @ 20th & 1st	X	X
4. Kutz Pocket Park	X	X
5. Bus Mall	X	X
6. City Hall	X	X
7. City Hall Park	X	X
8. Mulberry's Plaza	X	X
9. Sturdy Stone	X	X
10. Catholic School Building	X	X
11. Kinsmen Park		X
12. Youth Sculpture	X	X
13. Kiwanis Fountain	X	X
14. Canada Games Clock Tower	X	X
15. Red Bus	X	X
16. Vimy Bandstand	X	X
17. Broadway Ave. & 12 St. E	X	X
18. Broadway Ave. & 11 St. E	X	X
19. Broadway Ave. & 10 St. E	X	X
20. Broadway Ave. & Main St. E	X	X

Stationary Activity Sites: Summer

Stationary Activity - Summer

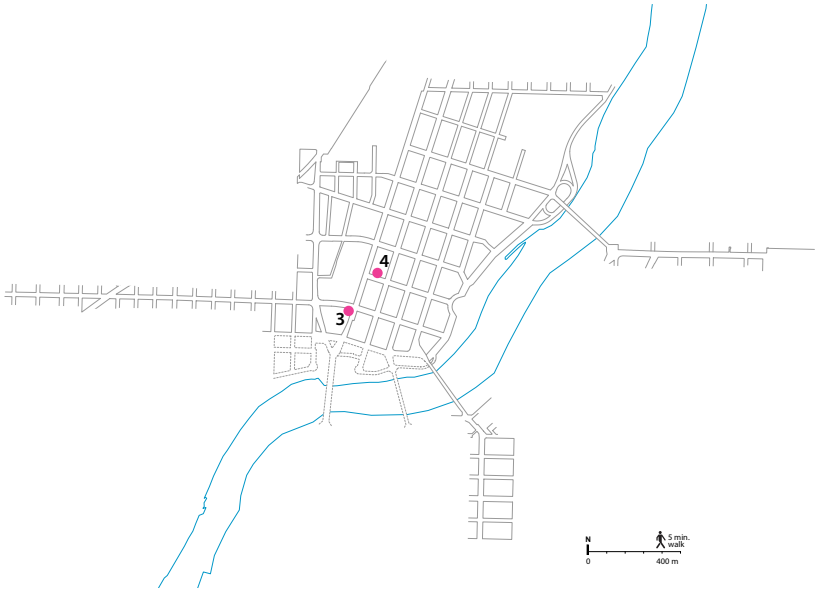






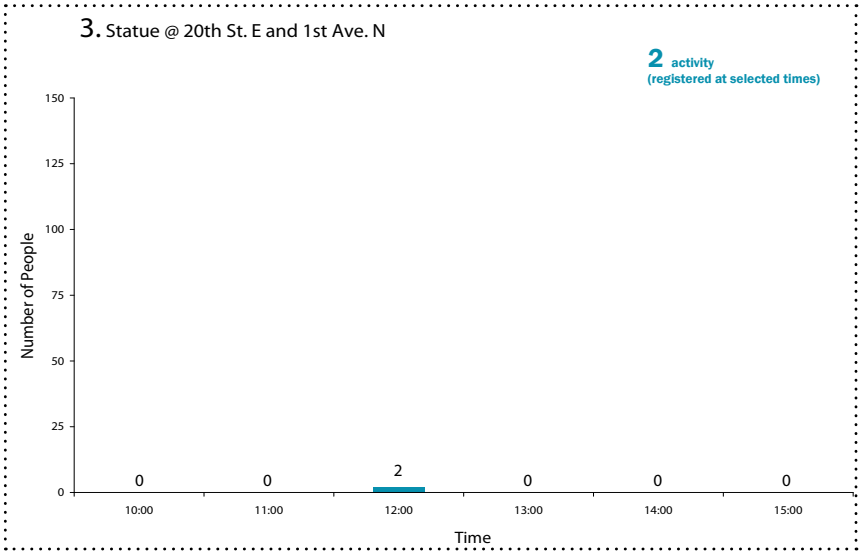
Sitting
Standing
Playing
Vending
Busking
Panhandling

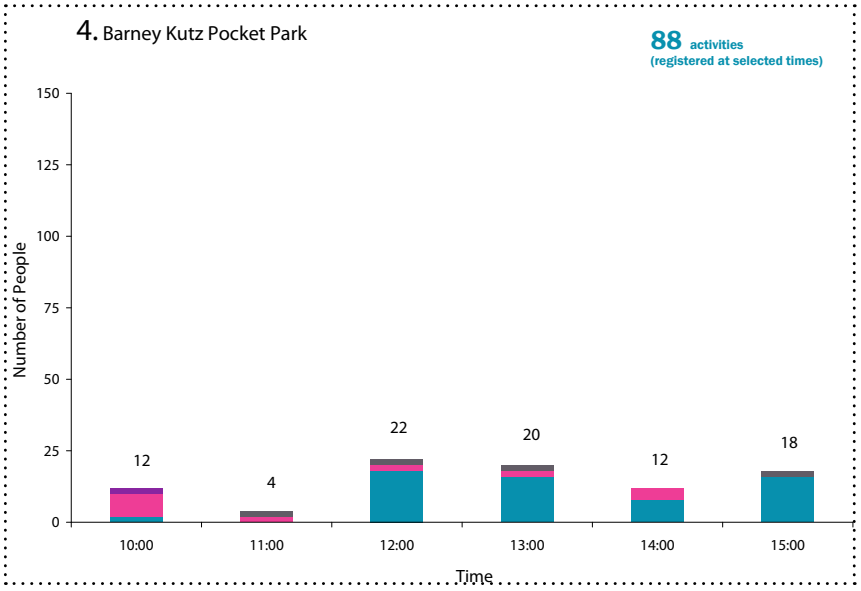
Stationary Activity Sites: Summer



Sitting
Standing
Playing
Vending
Busking
Panhandling

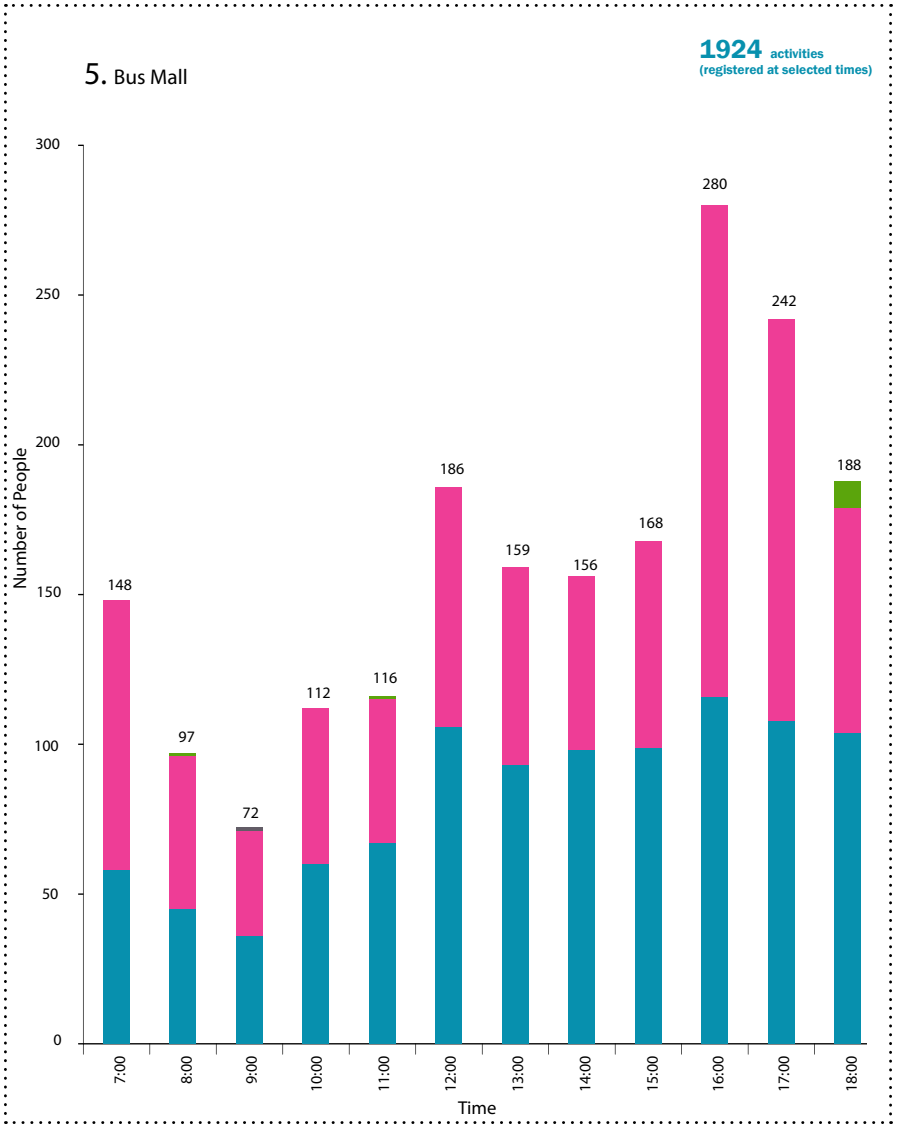
Stationary Activity - Summer

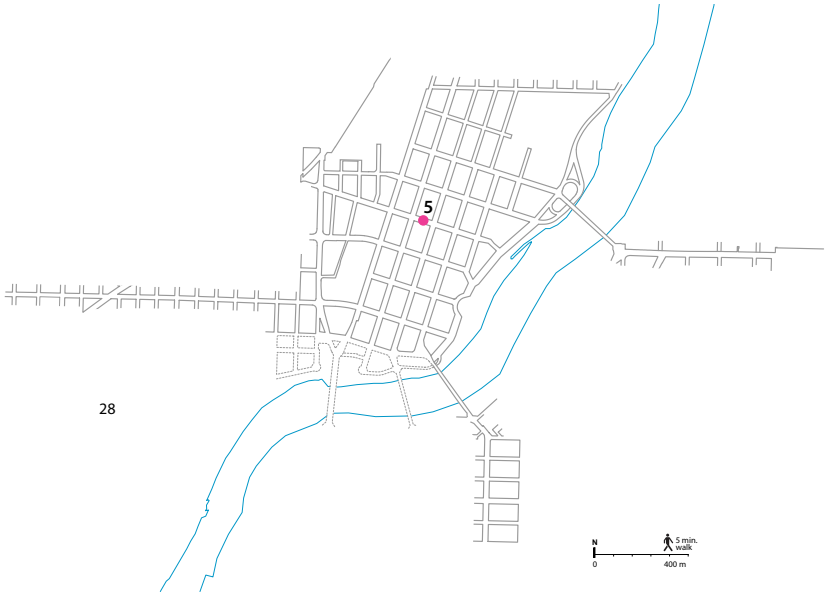




Stationary Activity Sites: Summer

Stationary Activity - Summer

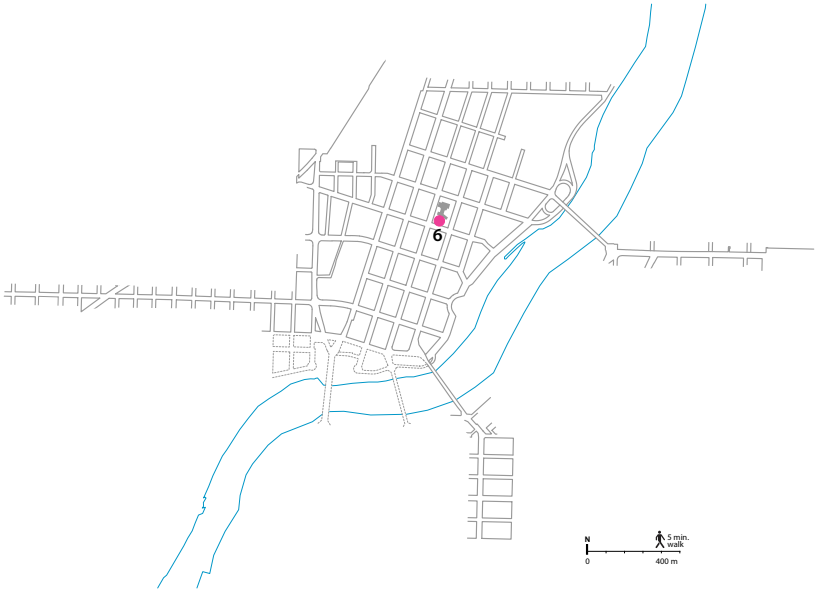




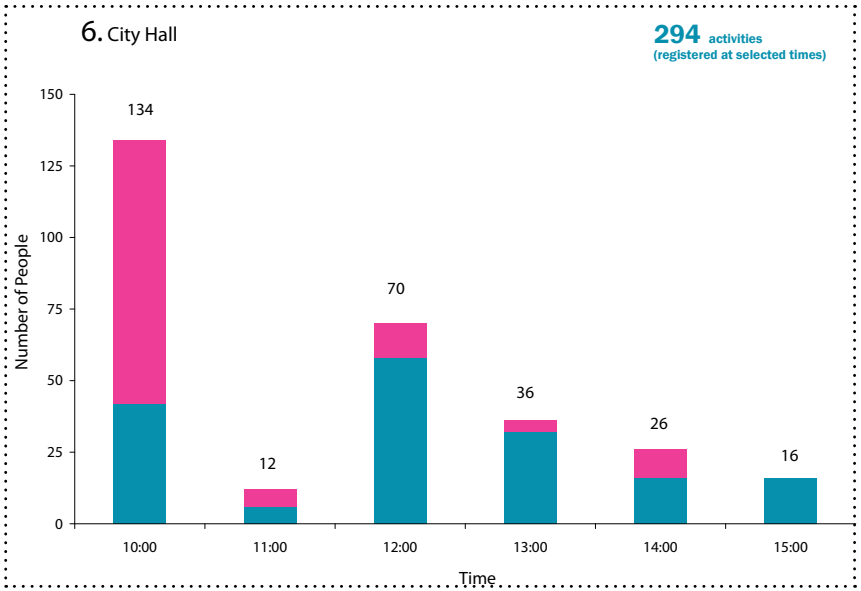
Sitting
Standing
Playing
Vending
Busking
Panhandling

Values show the number of people observed each hour taken from 7am - 7pm. Activity in the Bus Mall was recorded at each bus transfer (defined as 3 or more buses in the bus mall at one time).

Stationary Activity Sites: Summer

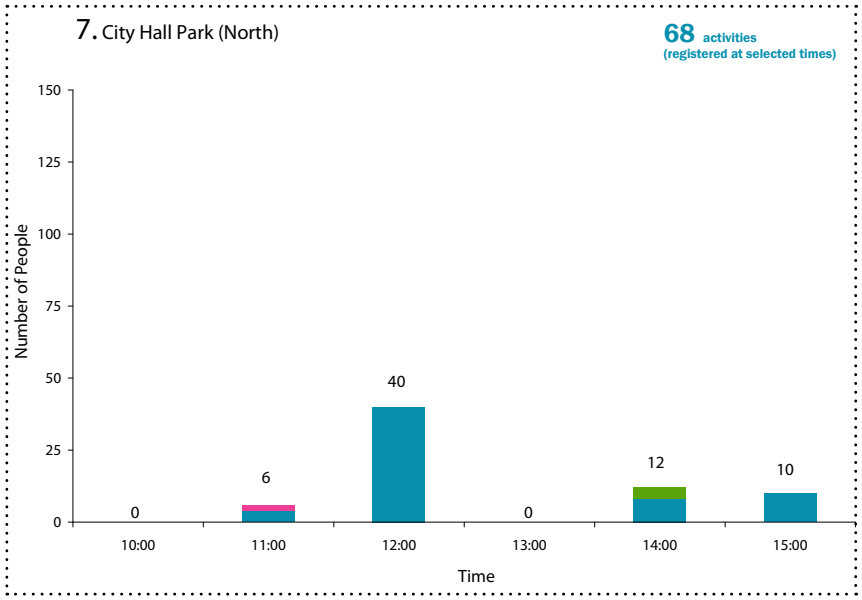


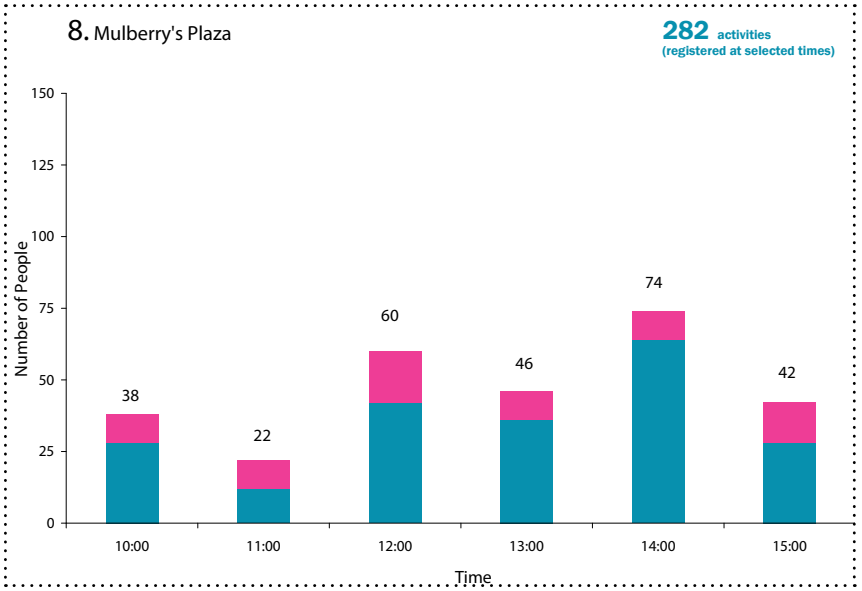
Stationary Activity - Summer

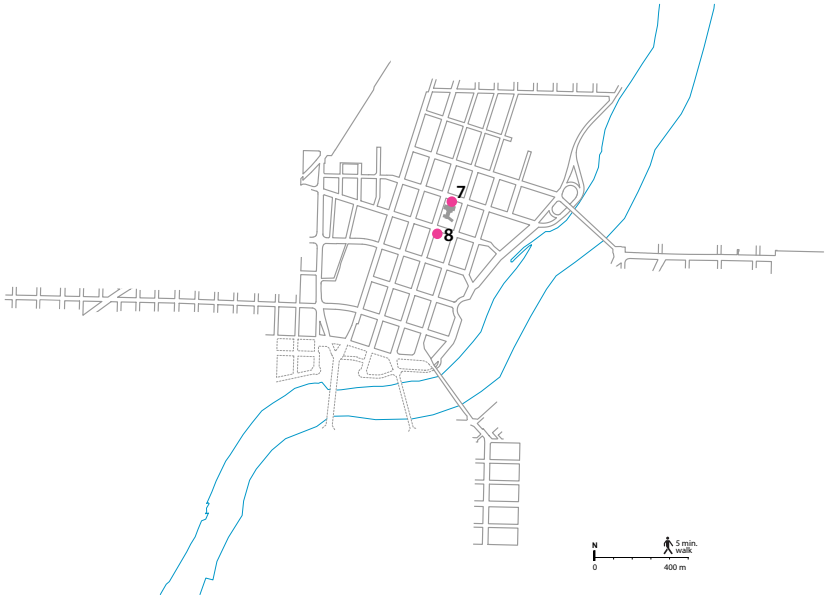


Stationary Activity Sites: Summer

Stationary Activity - Summer





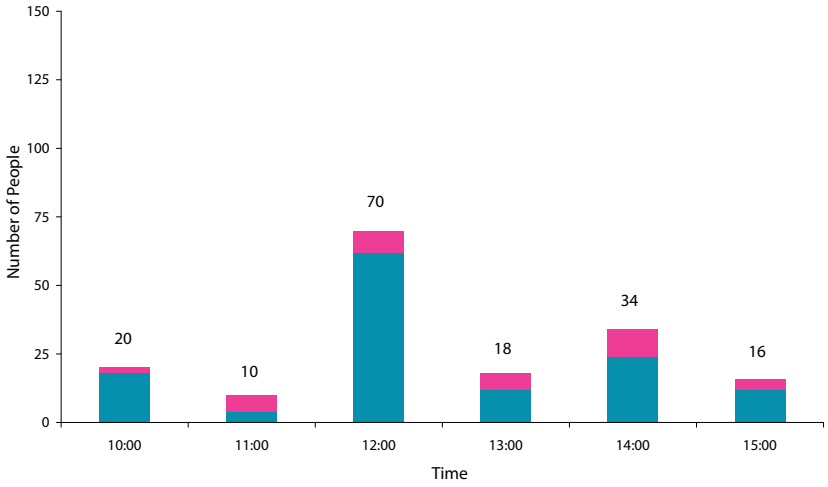


Sitting
Standing
Playing
Vending
Busking
Panhandling

Stationary Activity Sites: Summer

9. Sturdy Stone

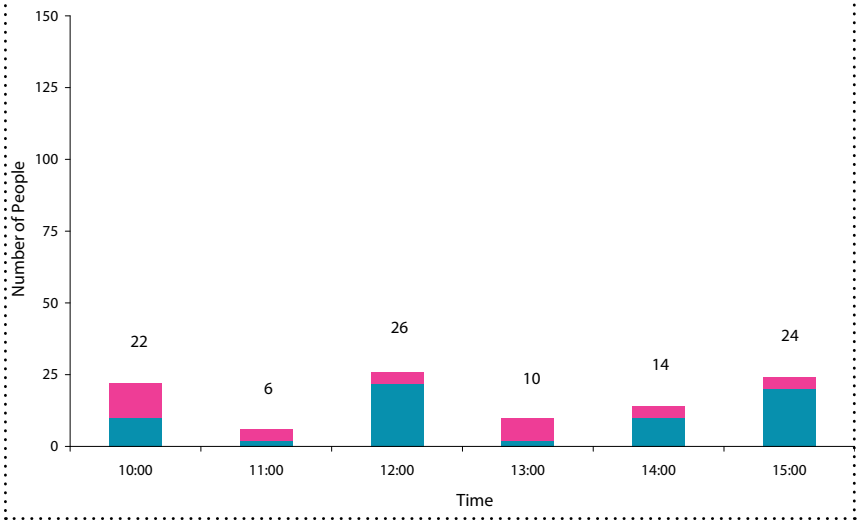
168 activities
(registered at selected times)



11. Kinsmen Park - No Movement Data

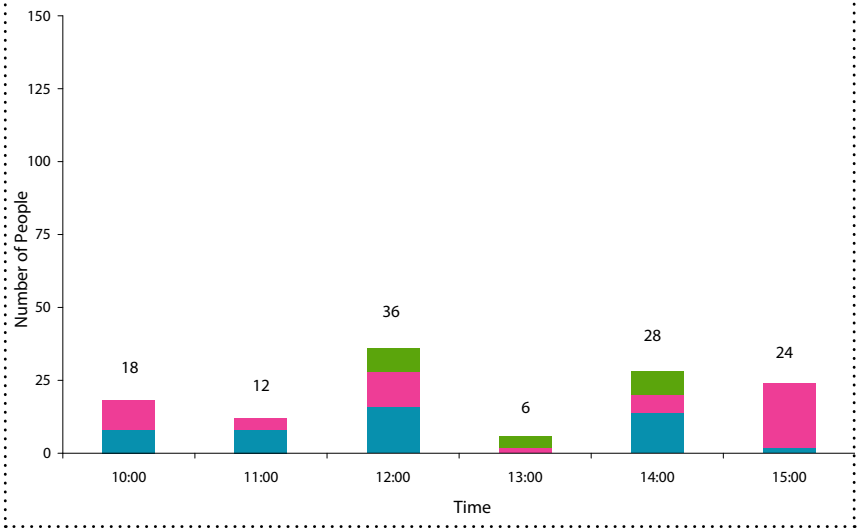
10. Catholic School Building

102 activities
(registered at selected times)



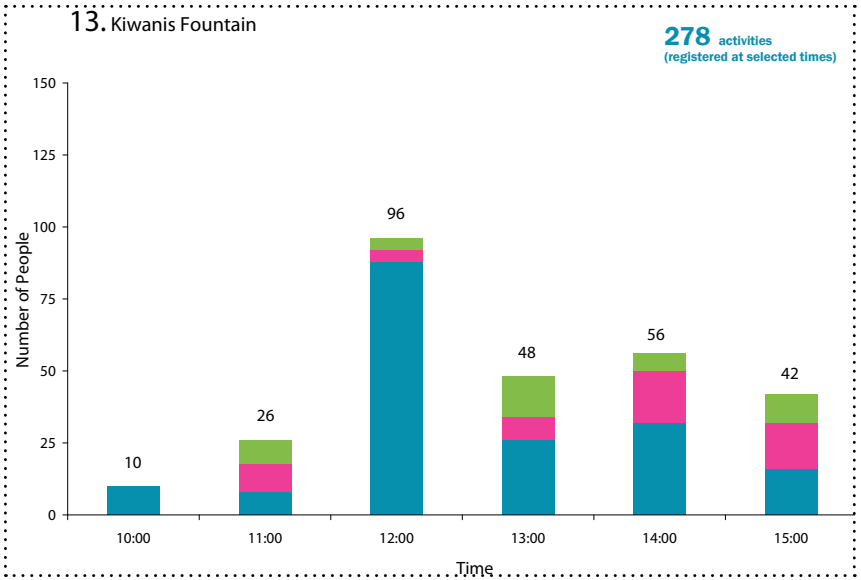
12. Youth Sculpture

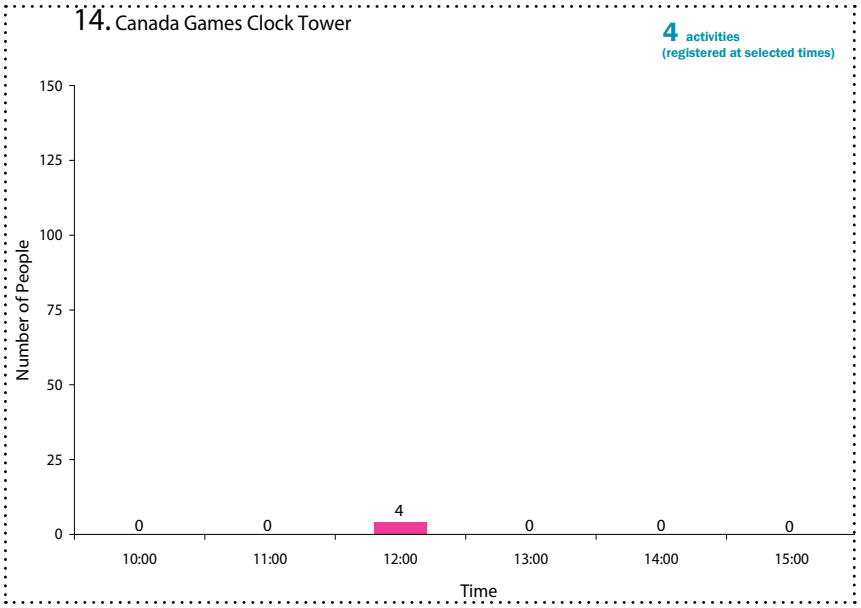
124 activities
(registered at selected times)

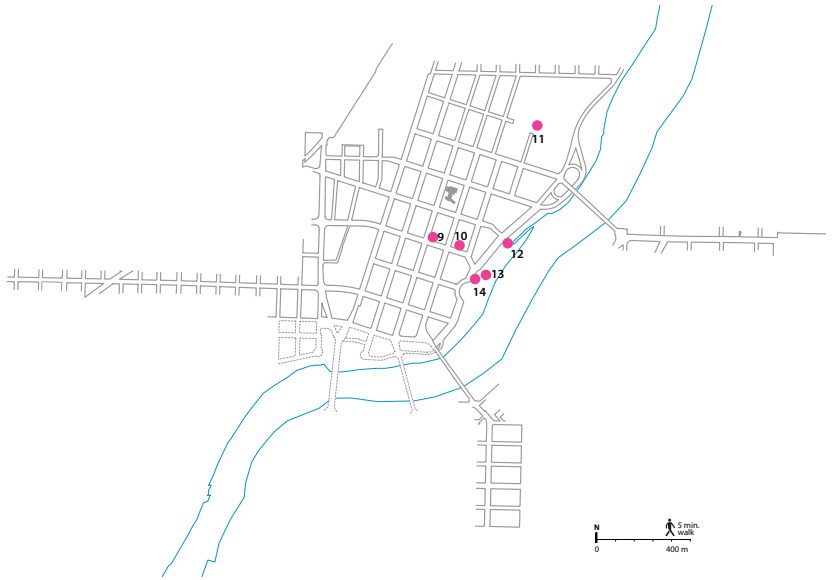


Stationary Activity Sites: Summer

Stationary Activity - Summer





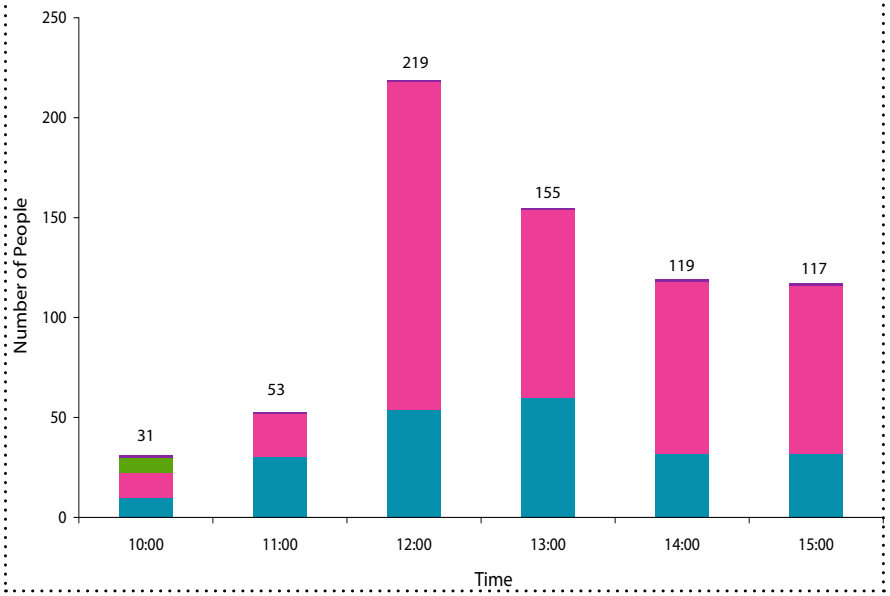


Sitting
Standing
Playing
Vending
Busking
Panhandling

Stationary Activity Sites: Summer

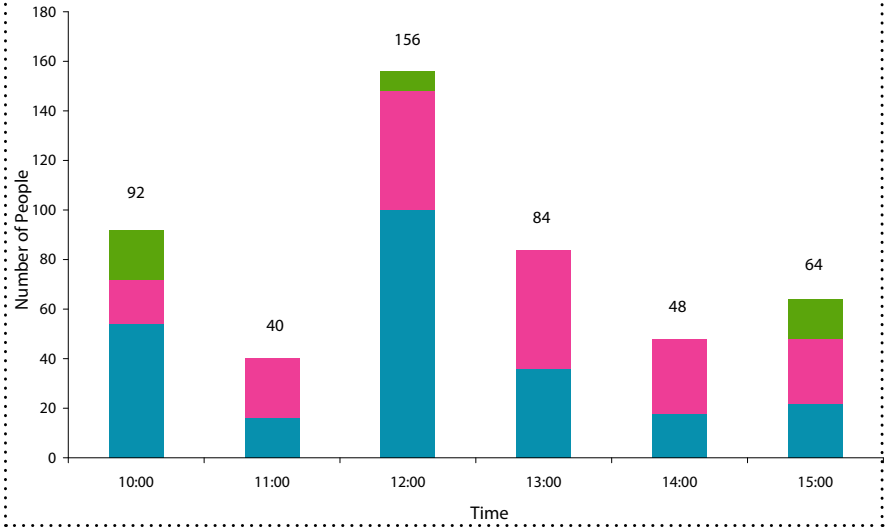
15. Red Bus

694 activities
(registered at selected times)



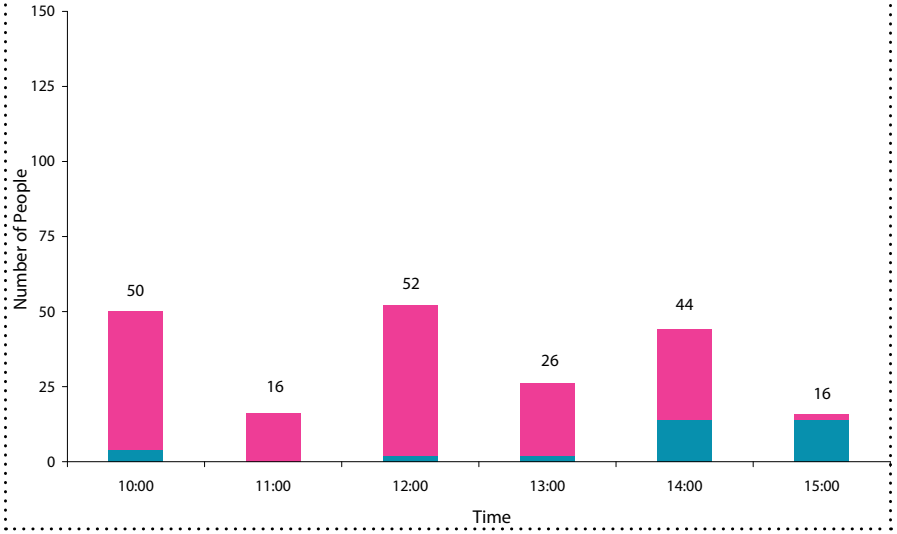
16. Vimy Bandstand

484 activities
(registered at selected times)



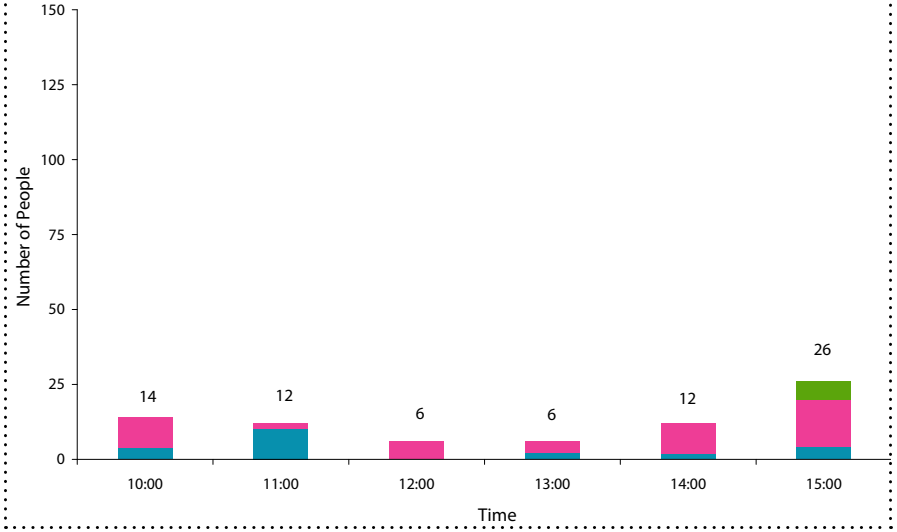
17. Broadway Ave. & 12 St. E

204 activities
(registered at selected times)



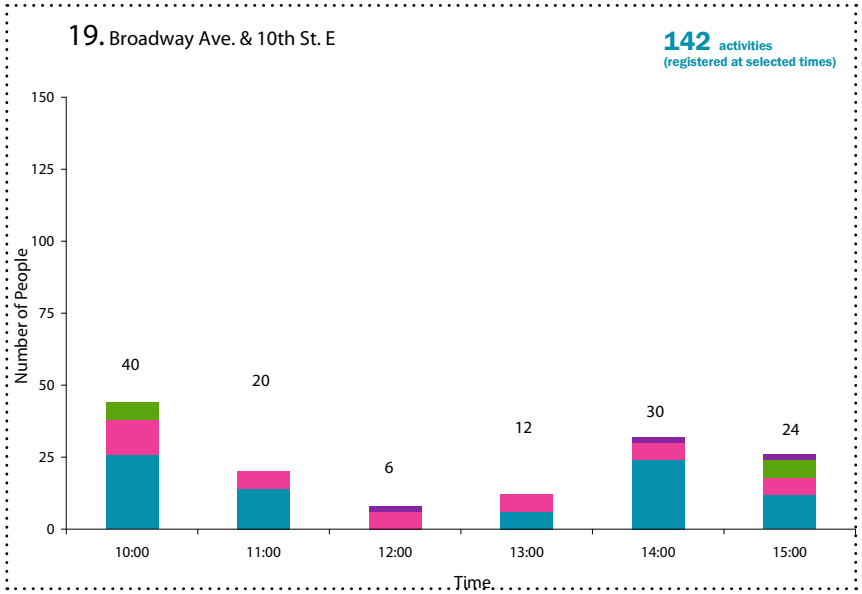
18. Broadway Ave. & 11th St. E

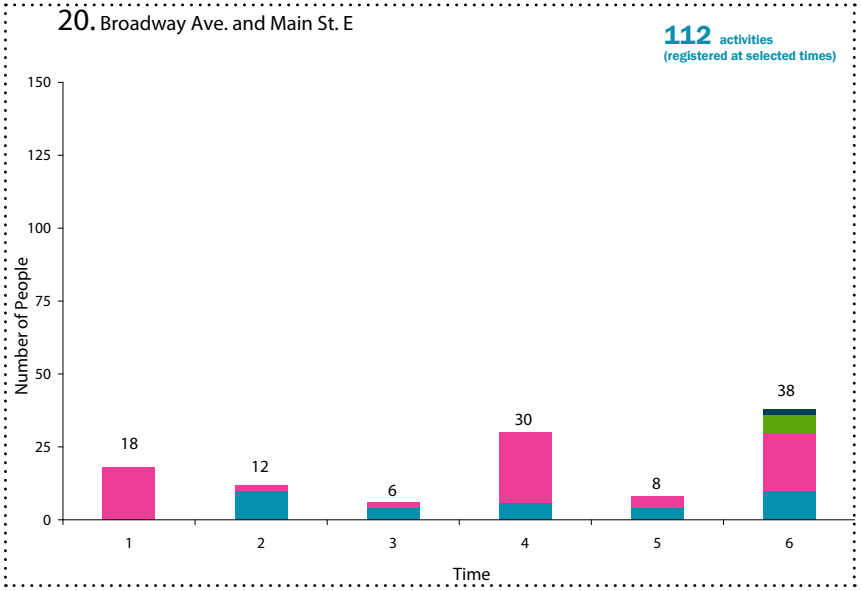
76 activities
(registered at selected times)

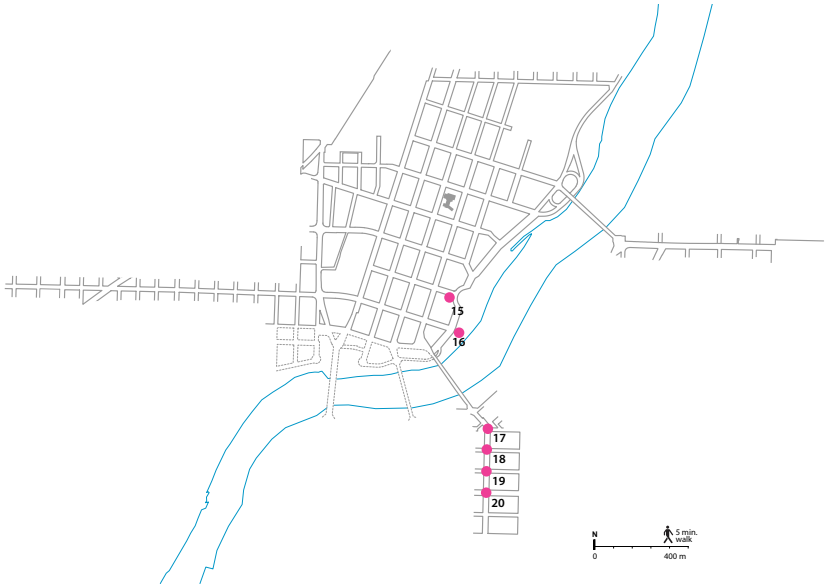


Stationary Activity Sites: Summer

Stationary Activity - Summer

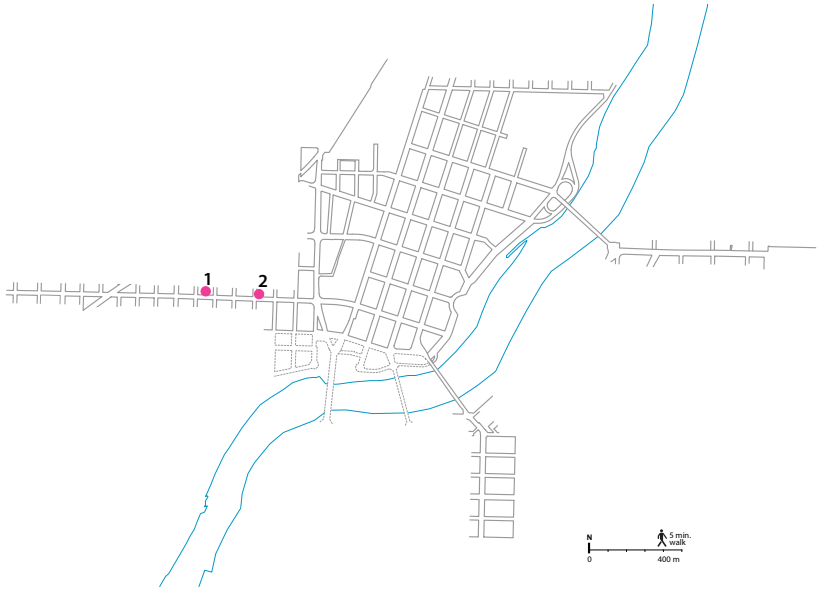






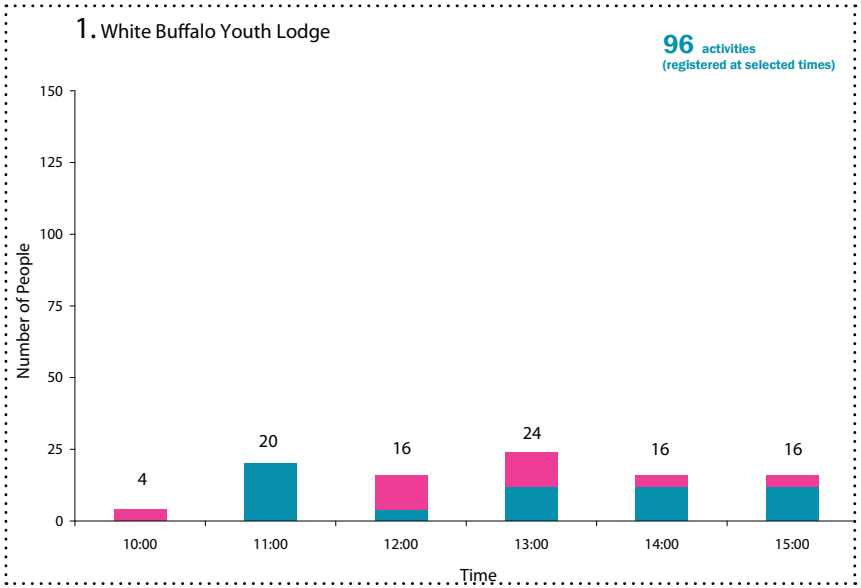
Sitting
Standing
Playing
Vending
Busking
Panhandling

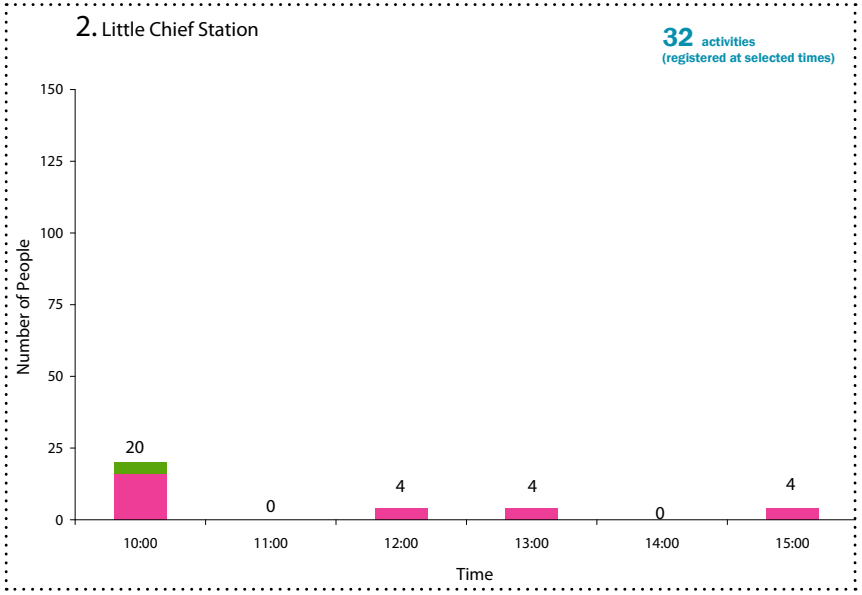
Stationary Activity Sites: Winter



Sitting
Standing
Playing
Vending
Busking
Panhandling

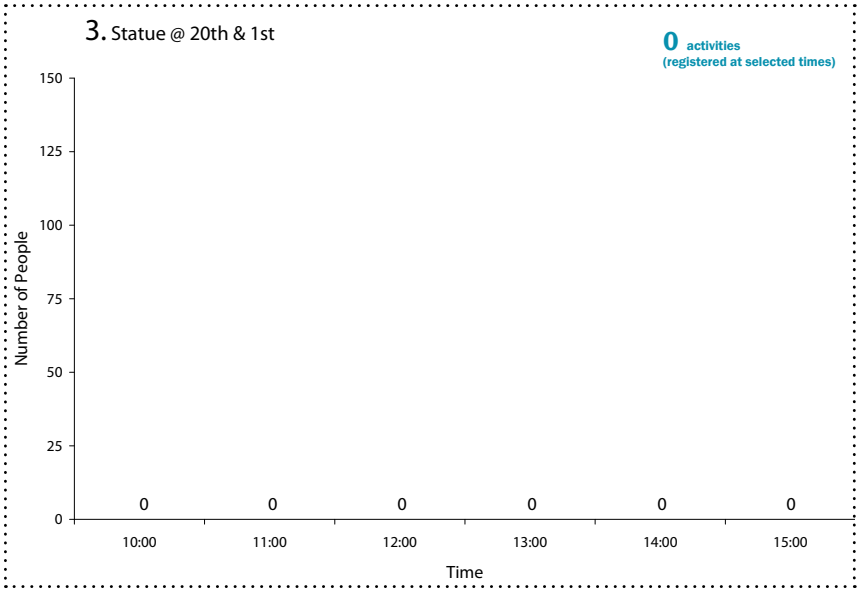
Stationary Activity - Winter

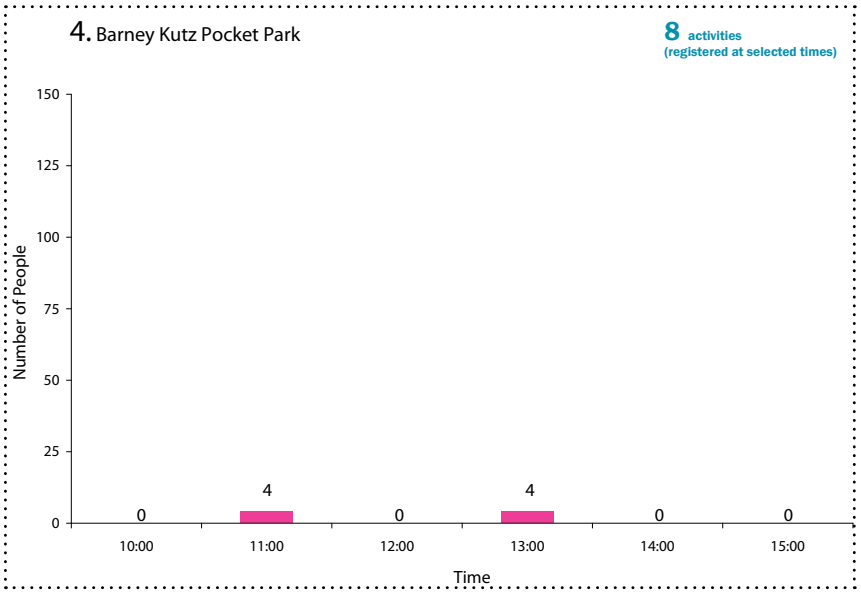


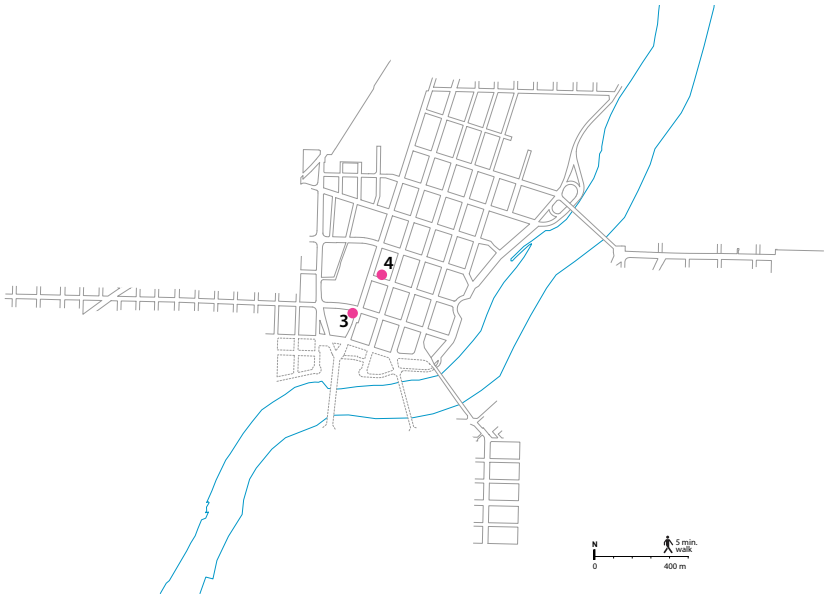


Stationary Activity Sites: Winter

Stationary Activity - Winter







Sitting

Standing

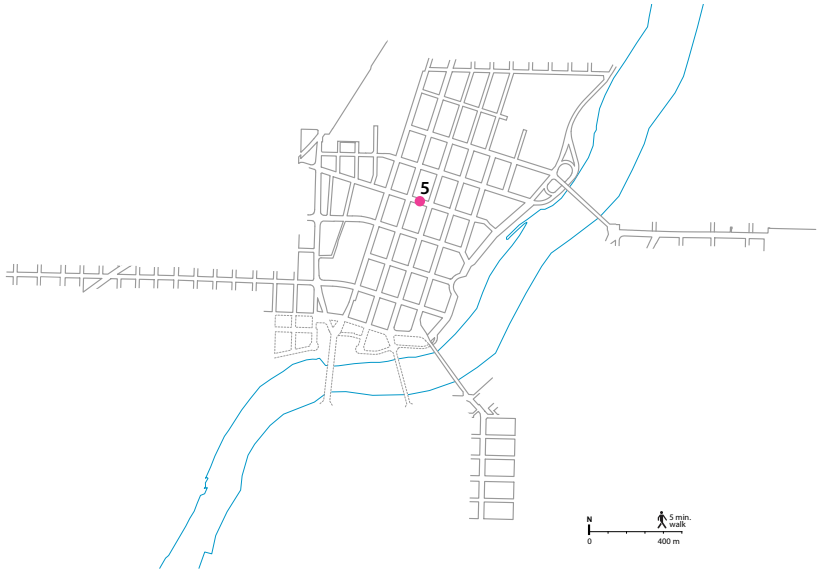
Playing

Vending

Busking

Panhandling

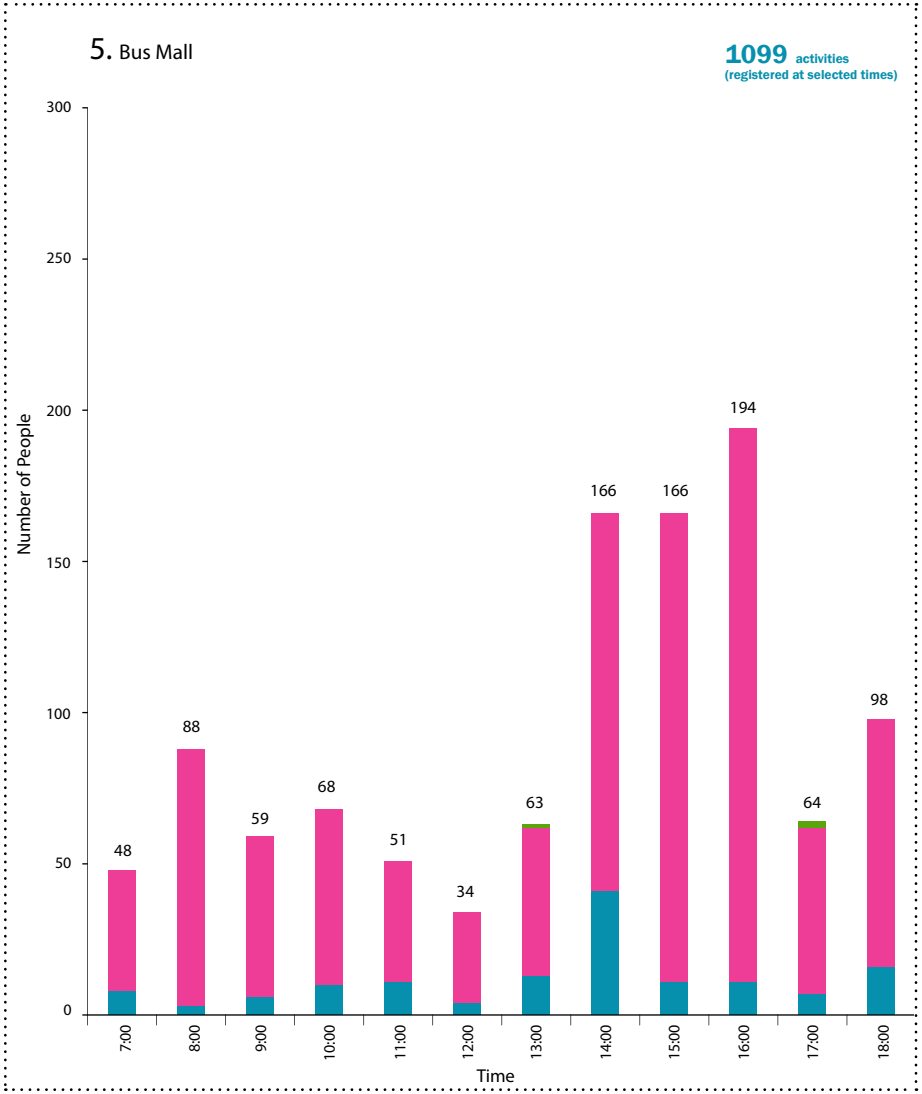
Stationary Activity Sites: Winter



Values show the number of people observed within a 20 min.period each hour. Movement Data collected from 7am - 7pm. Activity in the Bus Mall was recorded at each bus transfer (defined as 3 or more buses in the bus mall at one time).

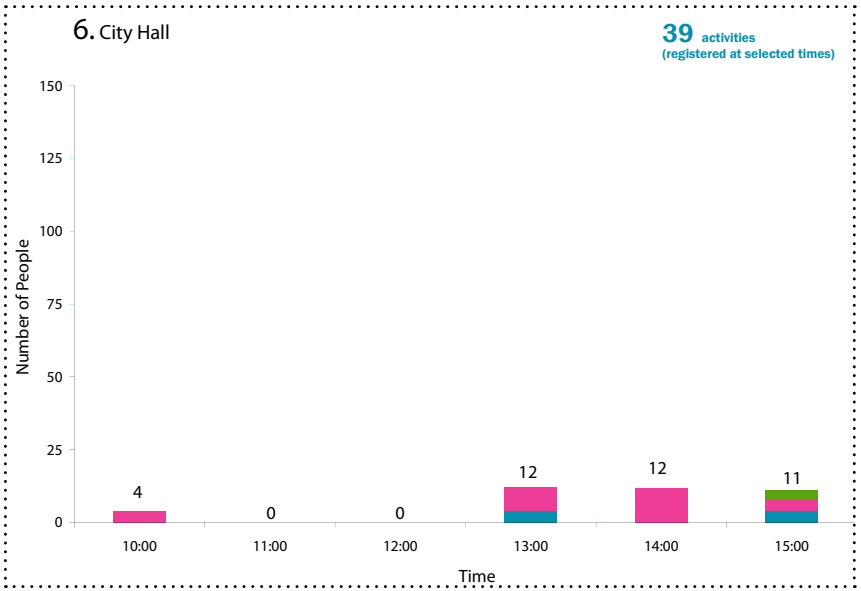
Sitting
Standing
Playing
Vending
Busking
Panhandling

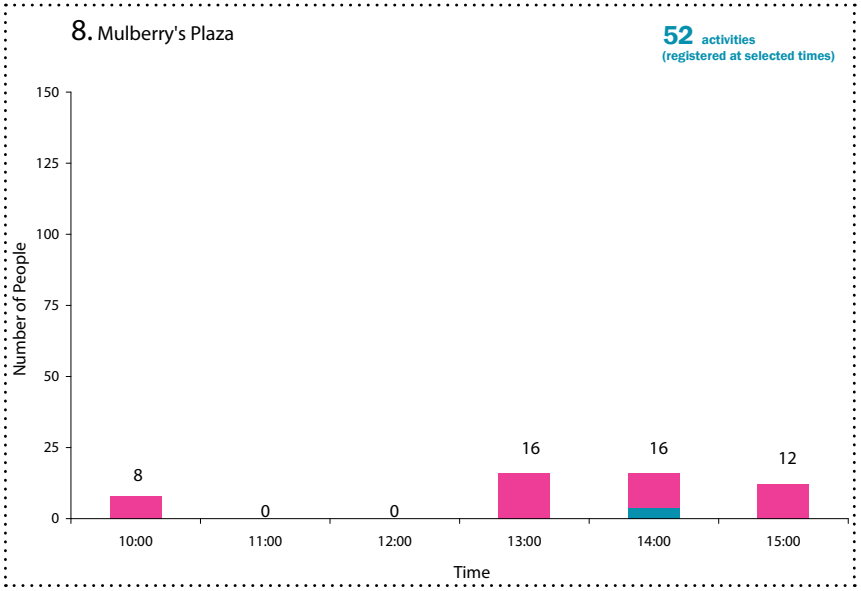
Stationary Activity - Winter

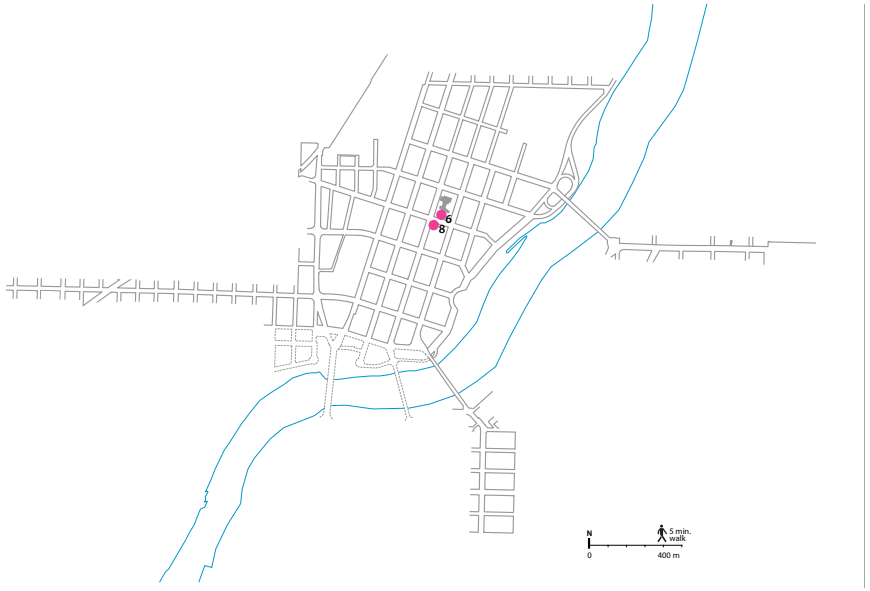


Stationary Activity Sites: Winter

Stationary Activity - Winter





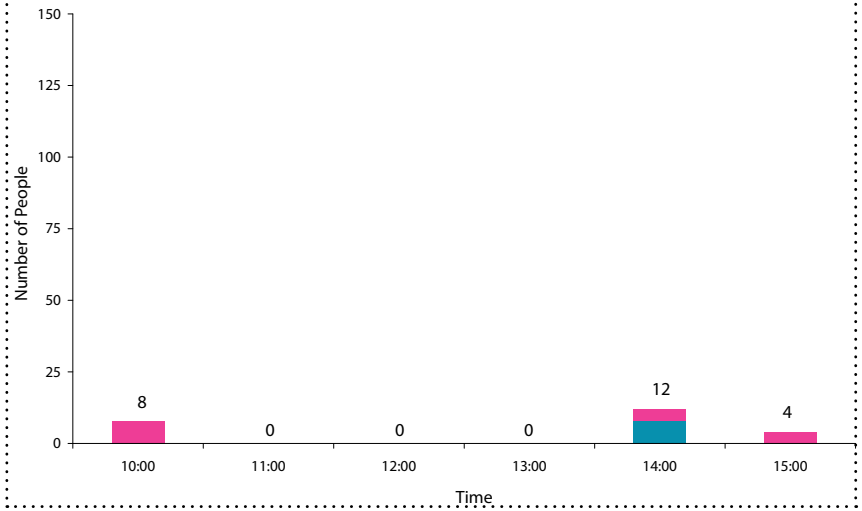


Sitting
Standing
Playing
Vending
Busking
Panhandling

Stationary Activity Sites: Winter

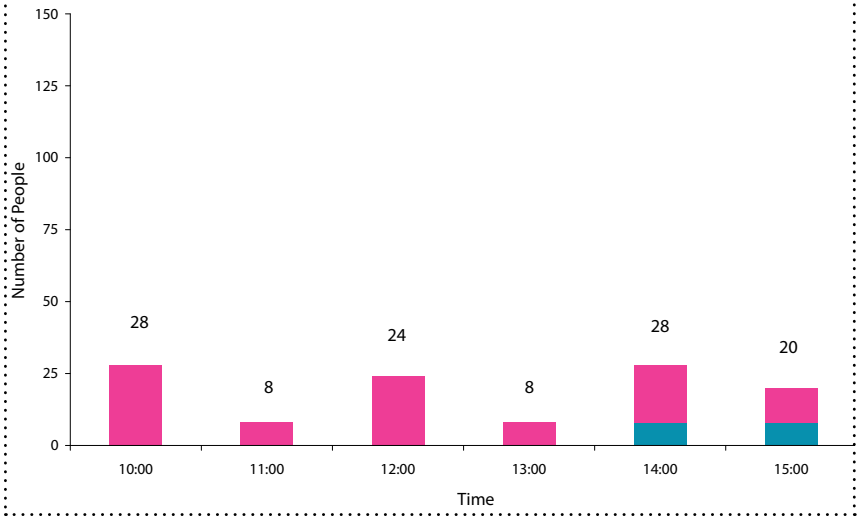
9. Sturdy Stone

24 activities
(registered at selected times)



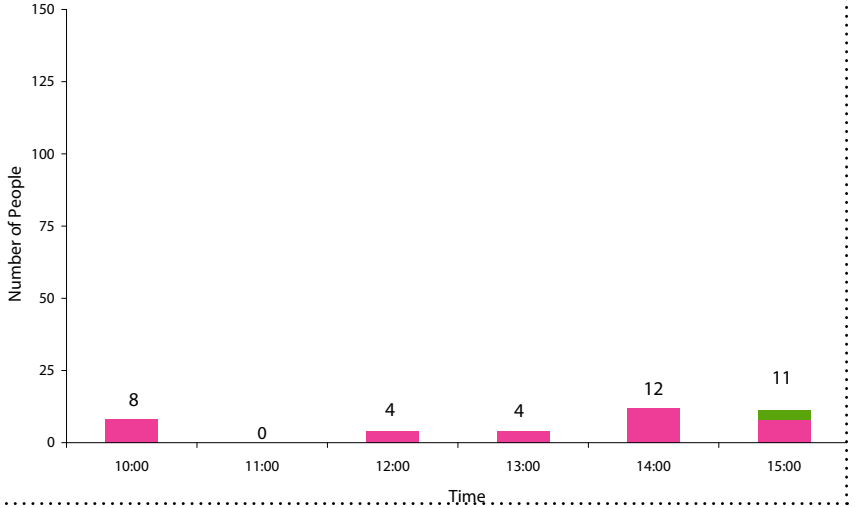
10. Catholic School Building

116 activities
(registered at selected times)



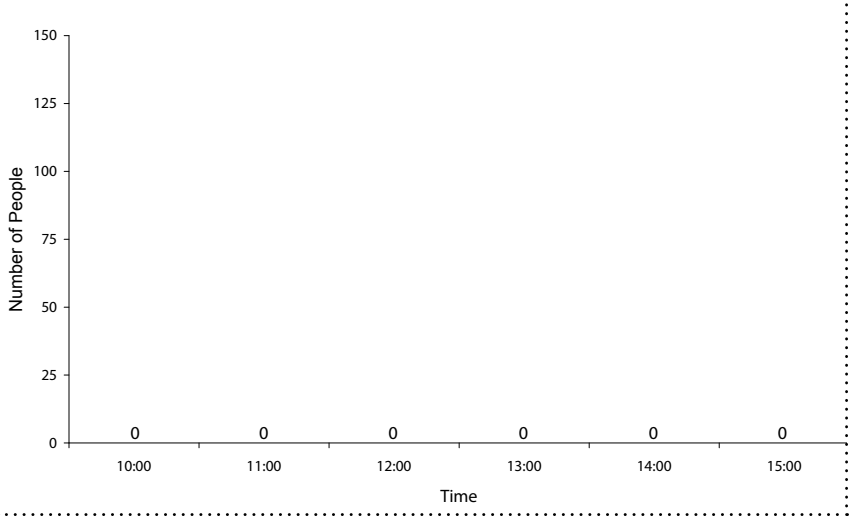
11. Kinsmen Park - Ski Chalet

48 activities
(registered at selected times)



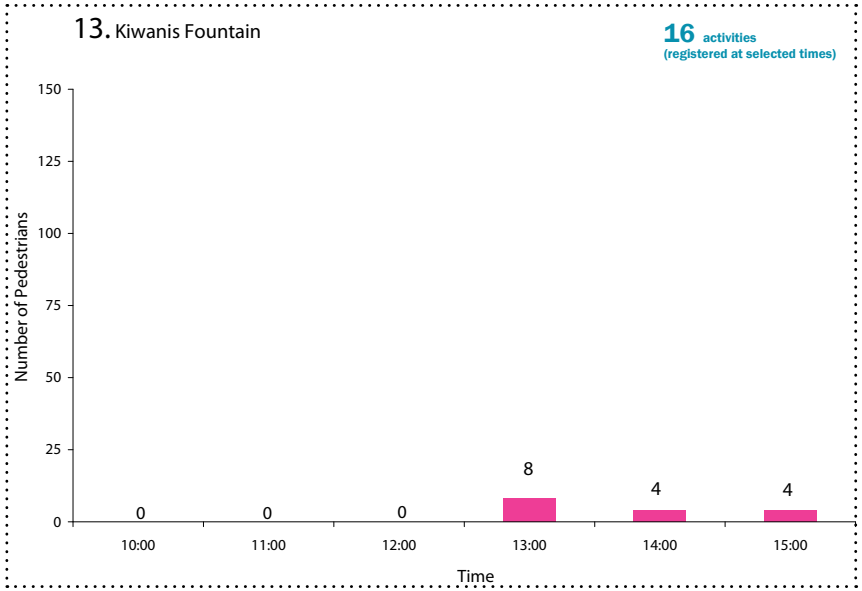
12. Youth Sculpture

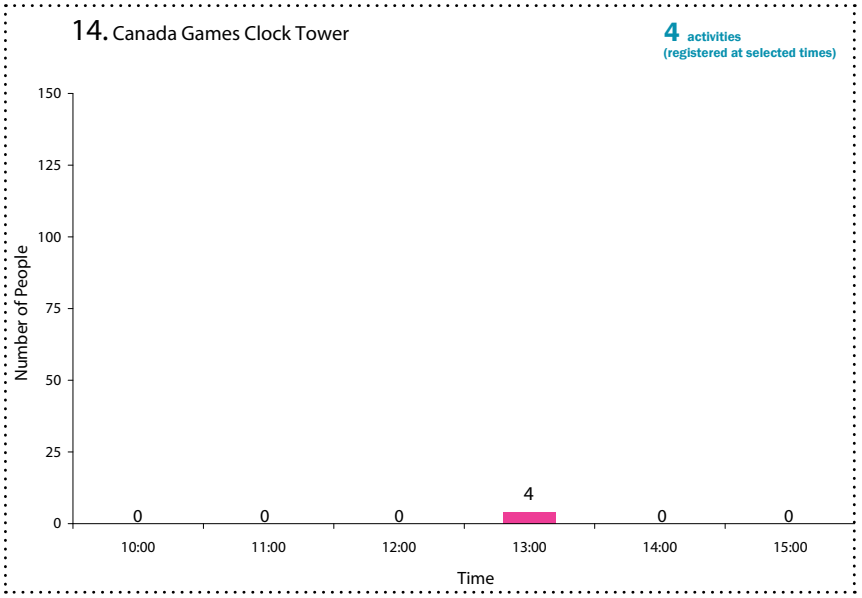
0 activities
(registered at selected times)

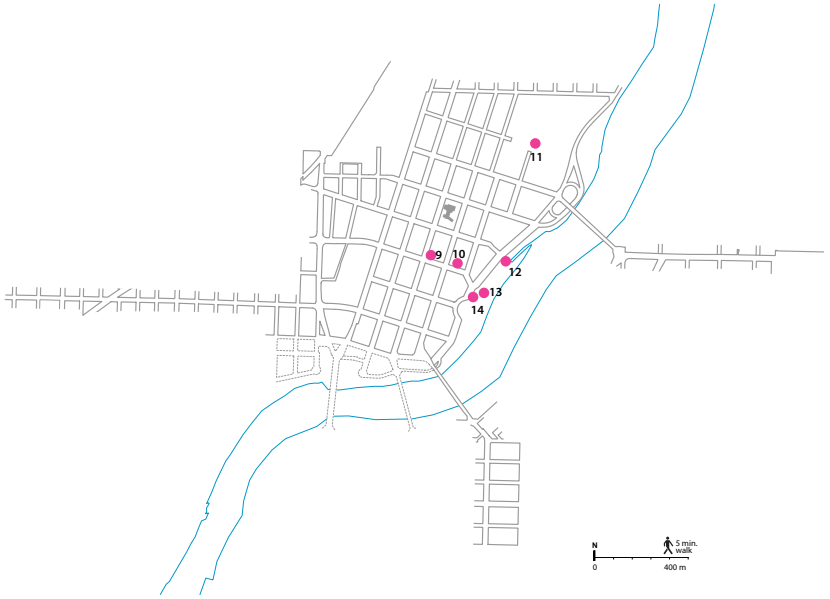


Stationary Activity Sites: Winter

Stationary Activity - Winter







Sitting

Standing

Playing

Vending

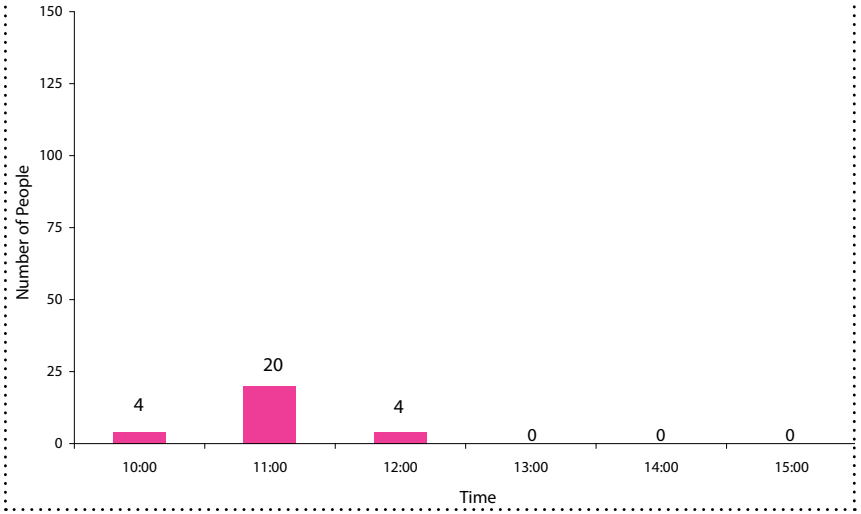
Busking

Panhandling

Stationary Activity Sites: Winter

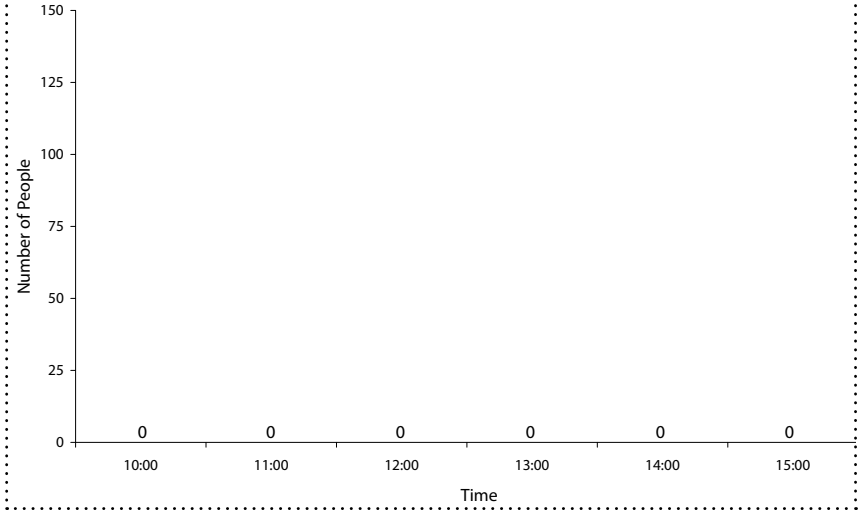
15. Red Bus

28 activities
(registered at selected times)



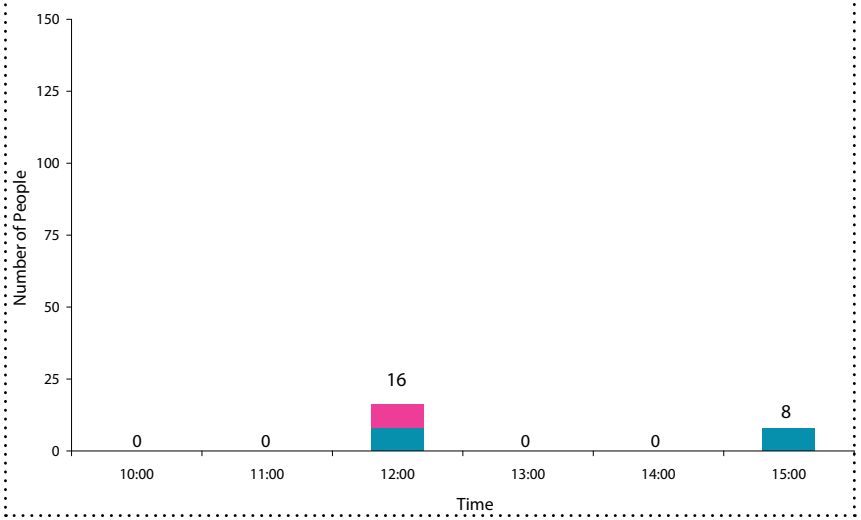
16. Vimy Bandstand

0 activities
(registered at selected times)



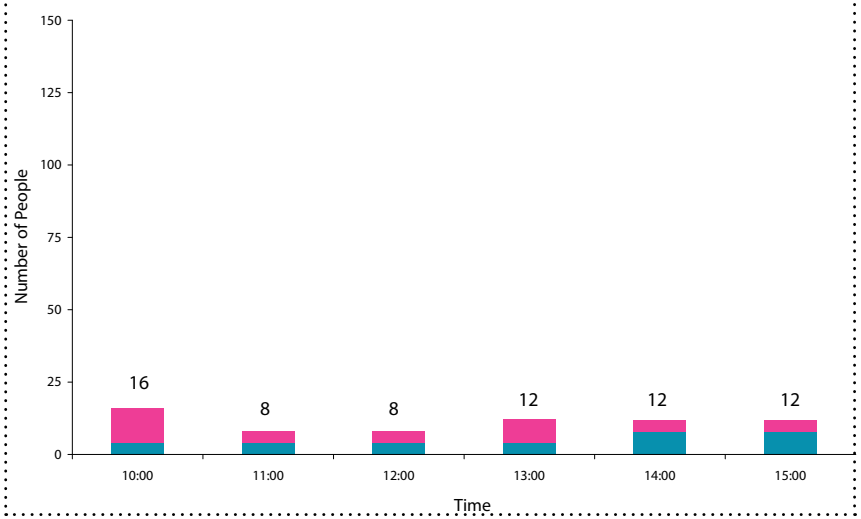
17. Broadway Ave. & 12 St. E

24 activities
(registered at selected times)



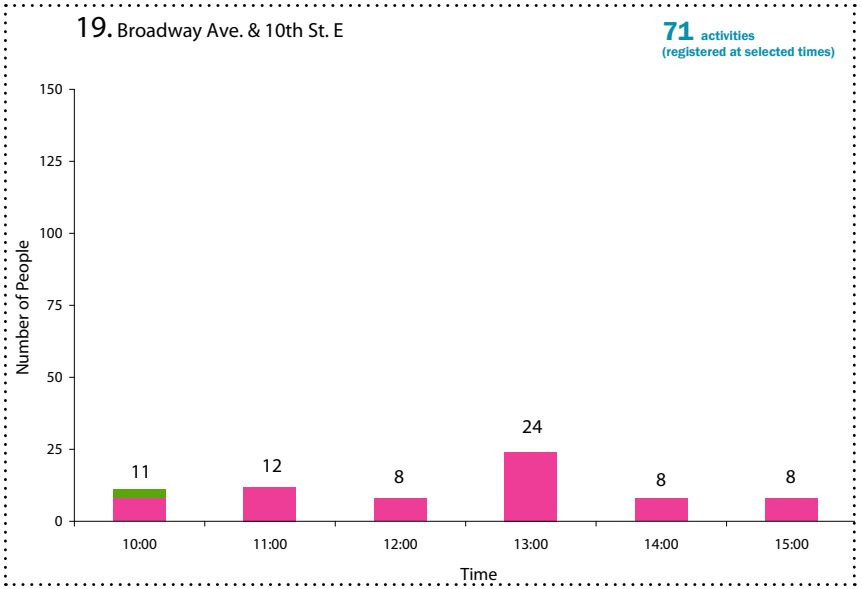
18. Broadway Ave. & 11th St. E

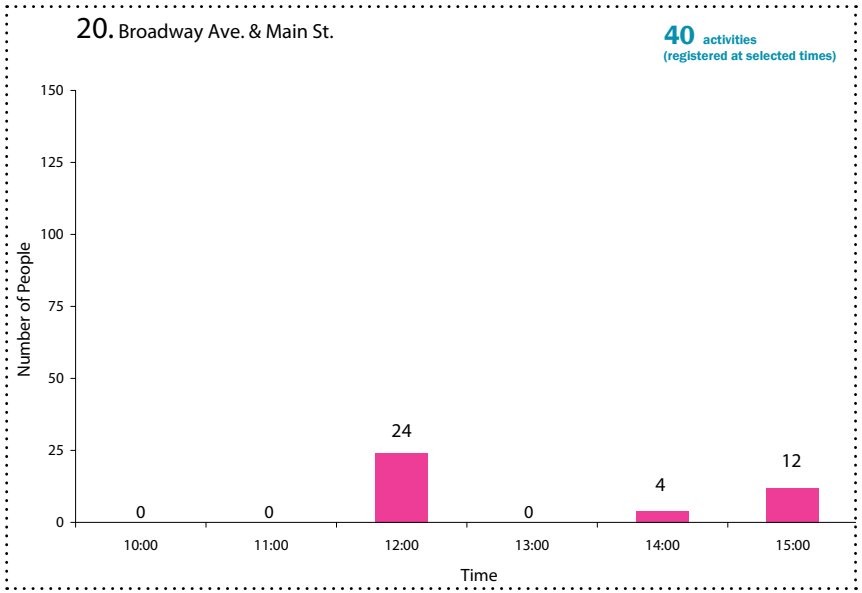
68 activities
(registered at selected times)

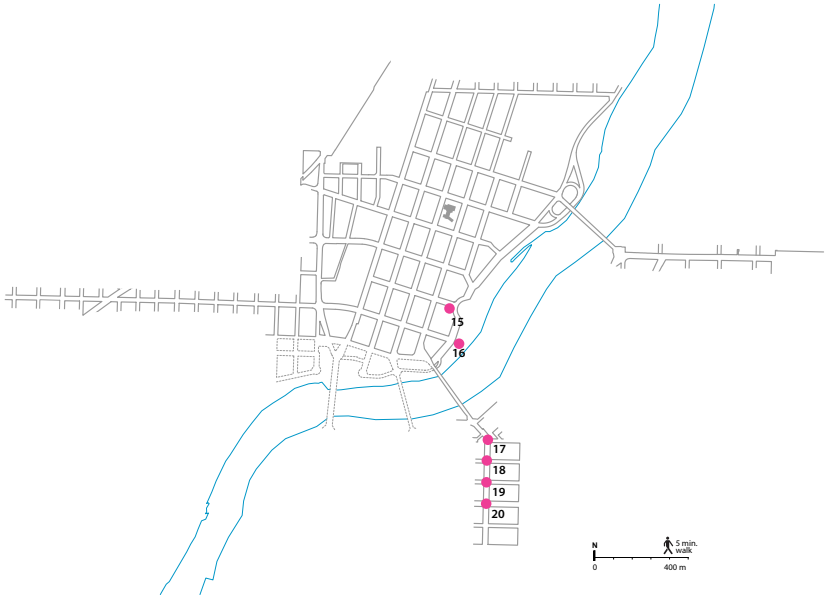


Stationary Activity Sites: Winter

Stationary Activity - Winter

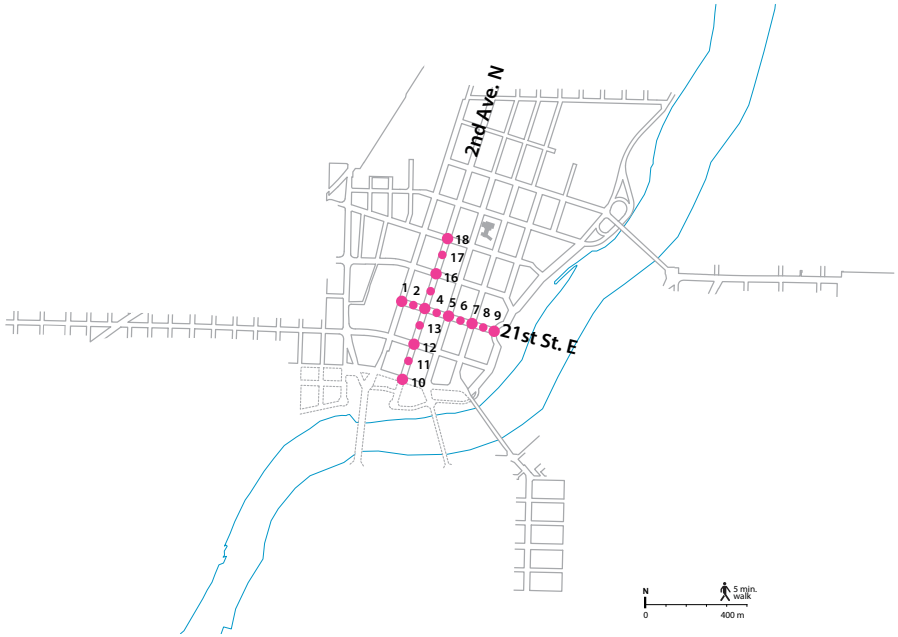






Sitting
Standing
Playing
Vending
Busking
Panhandling

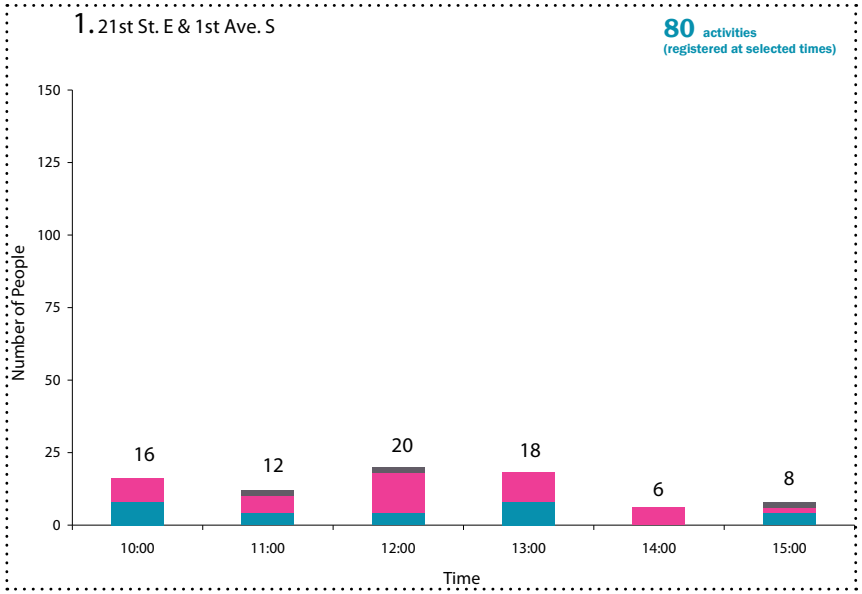
Stationary Activity on Key Streets: Summer

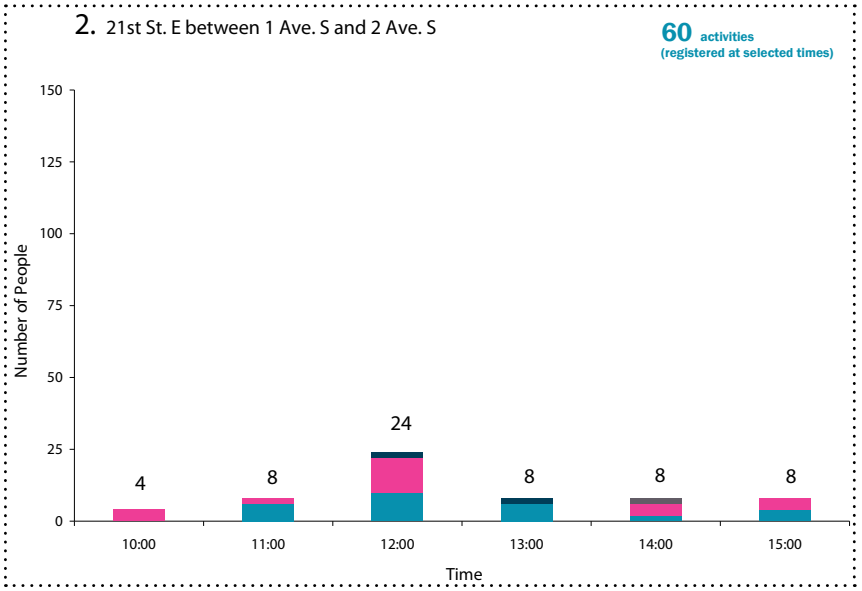


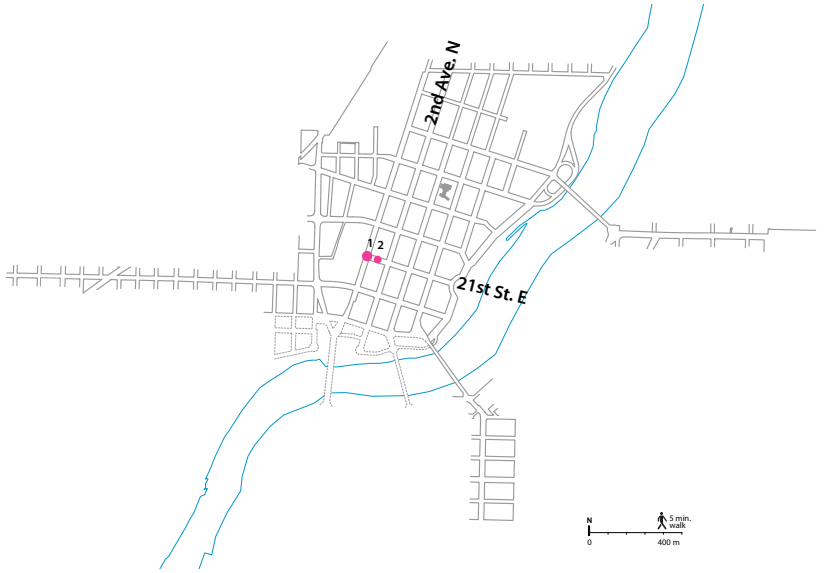
Stationary Activity Survey Locations - Streets	2010 June	2010 Nov.
1. 21st St. E & 1st Ave. N	X	X
2. 21st St. E between 1st. & 2nd	X	X
3. 21st St. E & 2nd Ave. E	X	X
4. 21st St. E between 2nd & 3rd	X	X
5. 21st St. E & 3rd Ave. E	X	X
6. 21st St. E between 3rd & 4th	X	X
7. 21st St. E & 4th Ave. E	X	X
8. 21st St. E between 4th & Spadina Cres.	X	X
9. 21st St. E & Spadina Cres.	X	X
10. 2nd Ave. S & 19th St. E	X	
11. 2nd Ave. S between 19th & 20th	X	X
12. 2nd Ave. S & 20th St. E	X	X
13. 2nd Ave. S between 20th & 21st	X	X
14. 2nd Ave. S & 21st St. E	X	X
15. 2nd Ave. S between 21st & 22nd	X	X
16. 2nd Ave. S & 22nd St. E	X	X
17. 2nd Ave. S between 22nd & 23rd	X	X
18. 2nd Ave. S & 23rd St. E	X	X

Stationary Activity on Key Streets: Summer

Stationary Activity - Summer





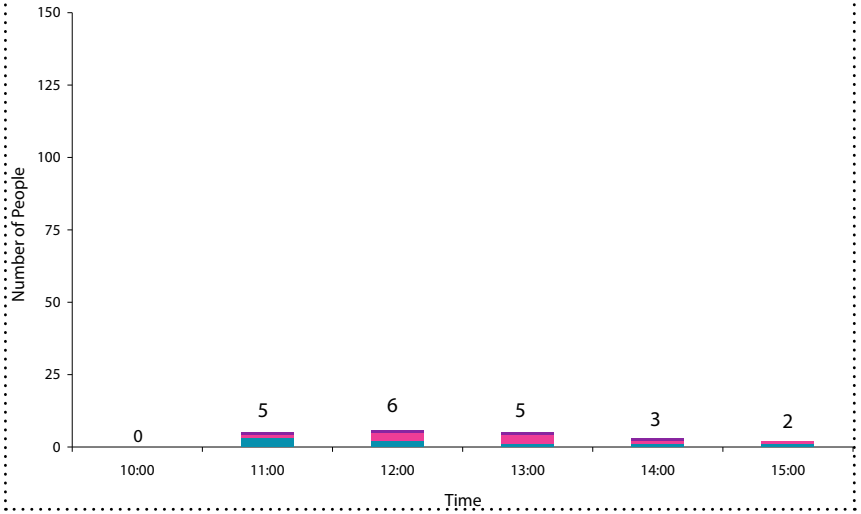


Sitting
Standing
Playing
Vending
Busking
Panhandling

Stationary Activity on Key Streets: Summer

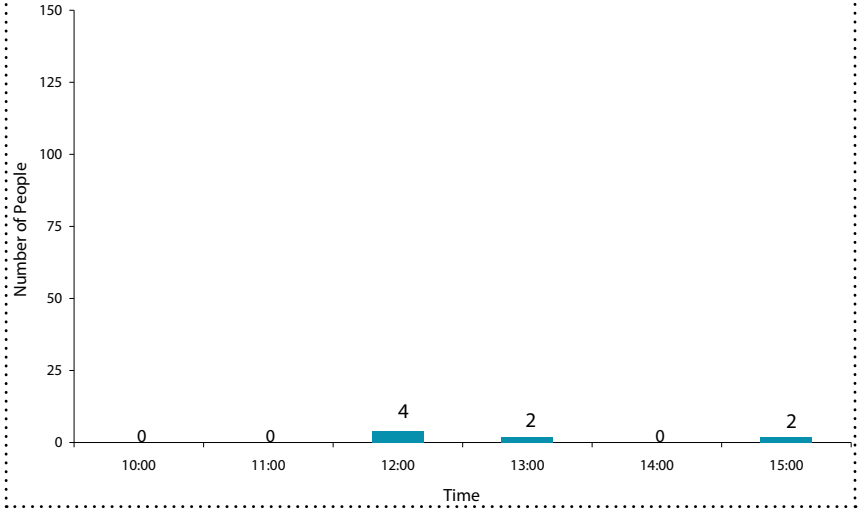
3. 21st St. E & 2nd Ave. S

21 activities (registered at selected times)



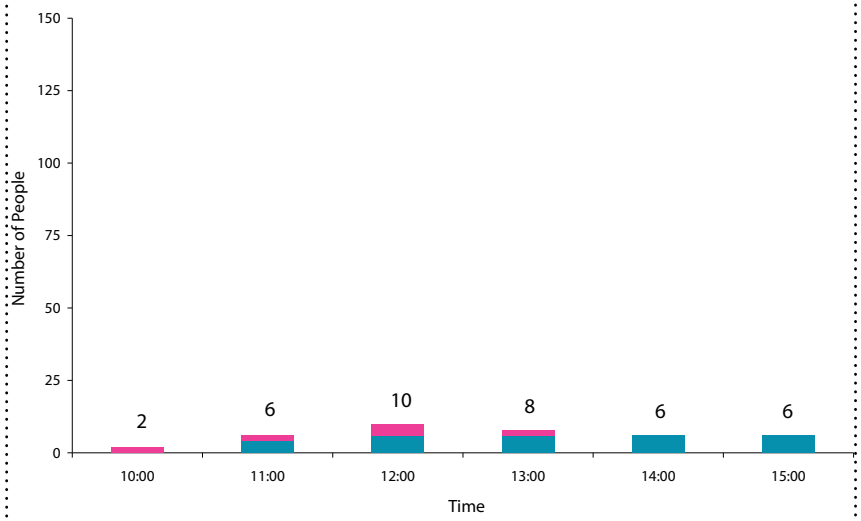
5. 21st. St. E & 3rd Ave. S

8 activities (registered at selected times)



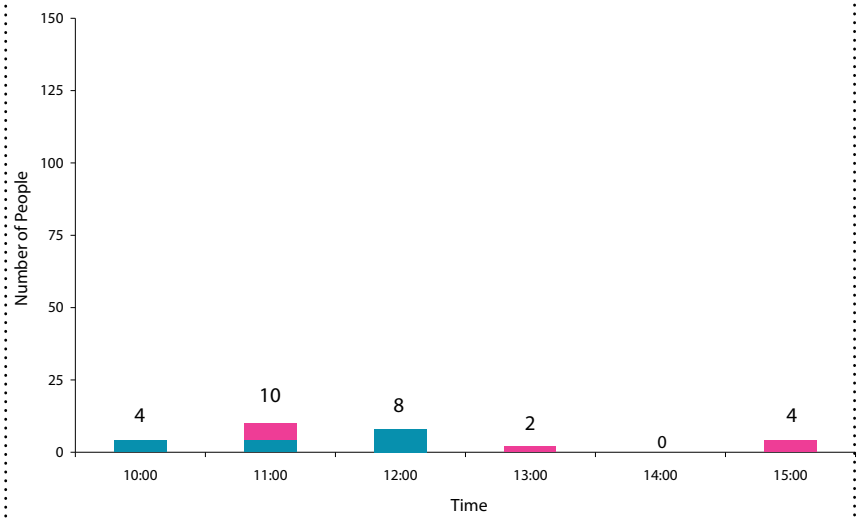
4. 21st St. E between 2 Ave. S and 3 Ave. S

38 activities (registered at selected times)



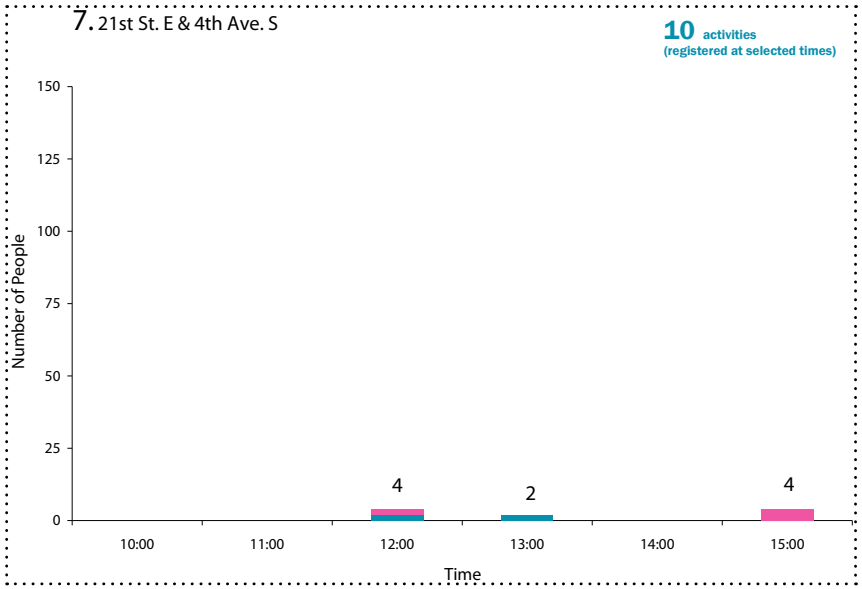
6. 21st St. E between 3 Ave. S and 4 Ave. S

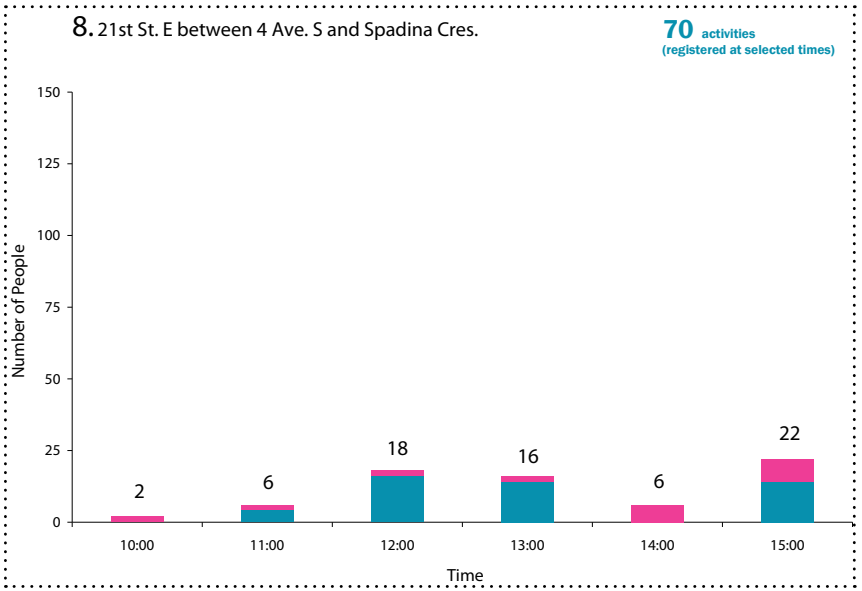
28 activities (registered at selected times)

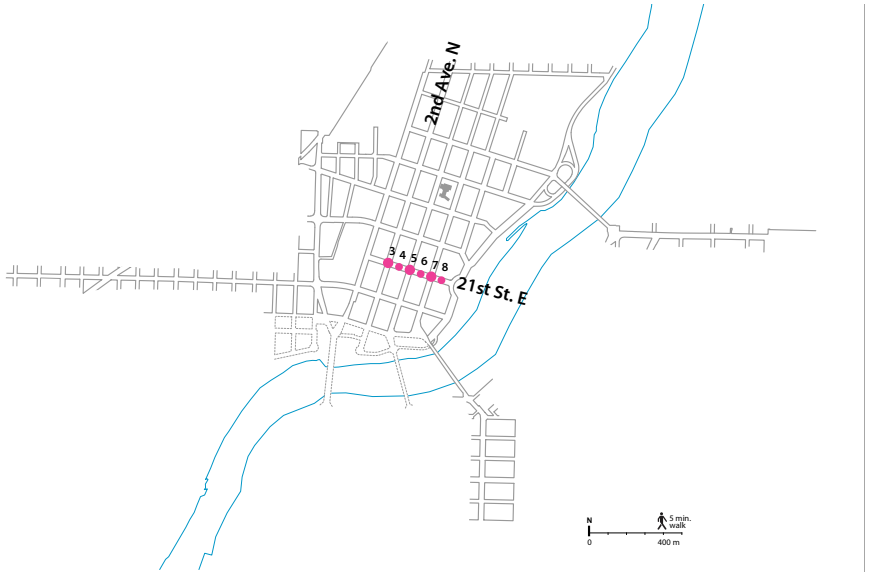


Stationary Activity on Key Streets: Summer

Stationary Activity - Summer





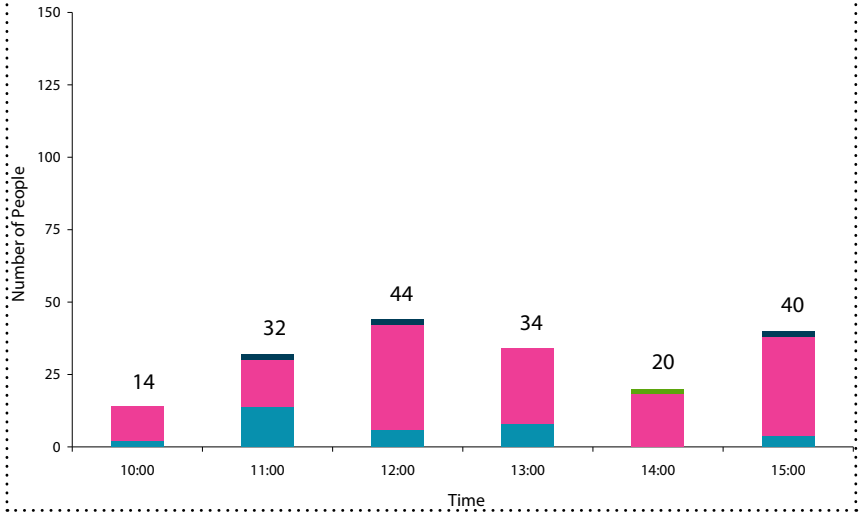


Stationary Activity on Key Streets: Summer

Stationary Activity - Summer

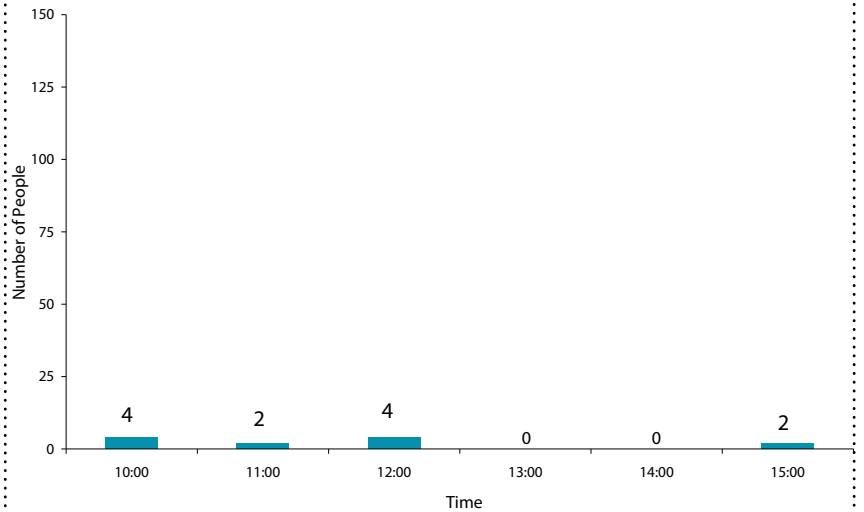
9. 21st St. E and Spadina Cres.

184 activities (registered at selected times)



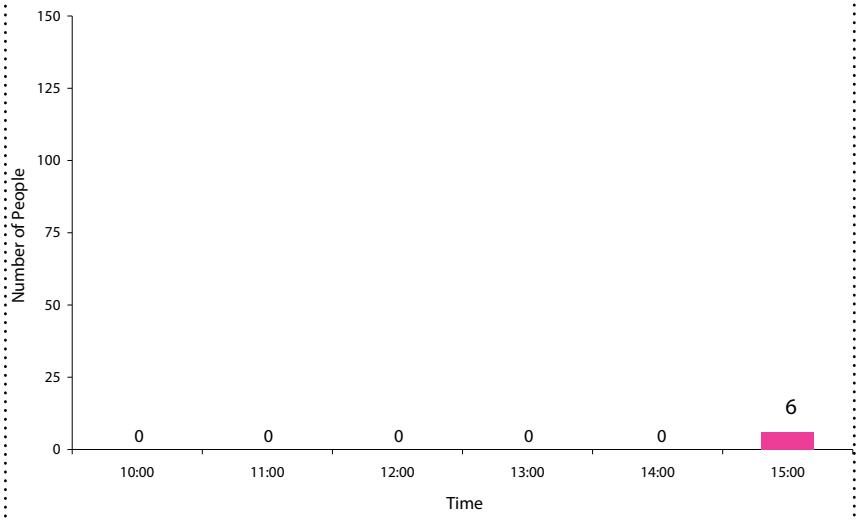
11. 2nd Ave. S between 19 St. E and 20 St. E

12 activities (registered at selected times)



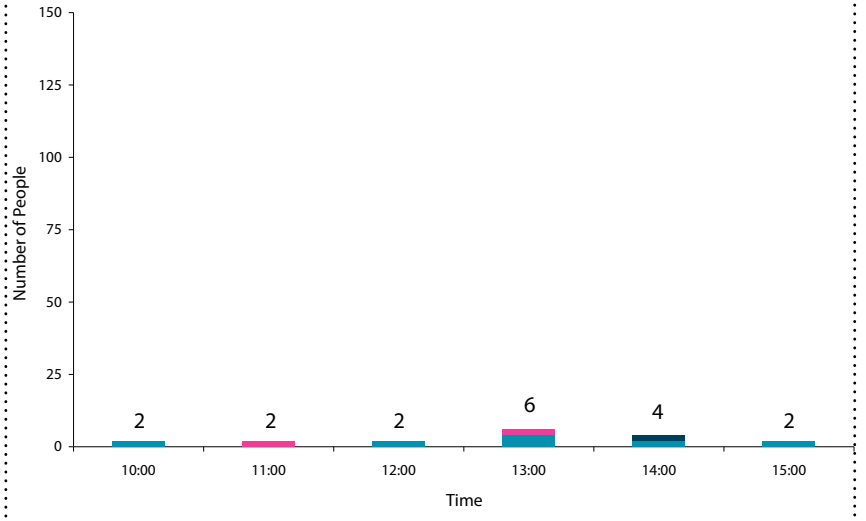
10. 2nd Ave. S and 19th St. E

6 activities (registered at selected times)



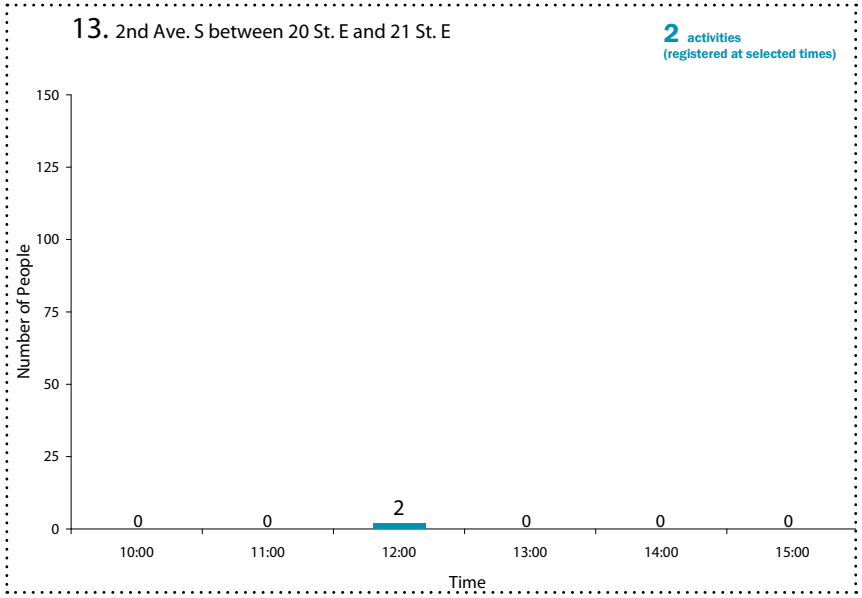
12. 2nd Ave. S and 20th St. E

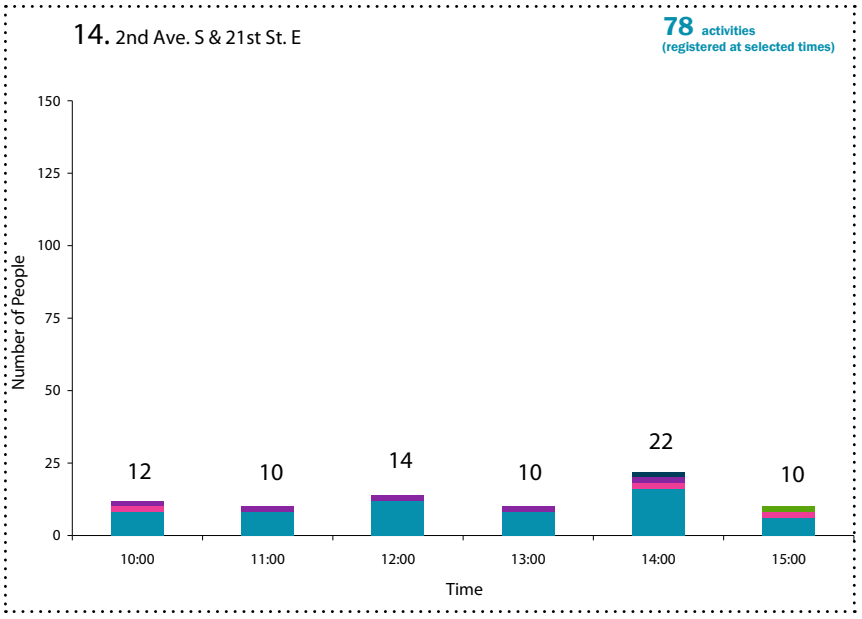
18 activities (registered at selected times)

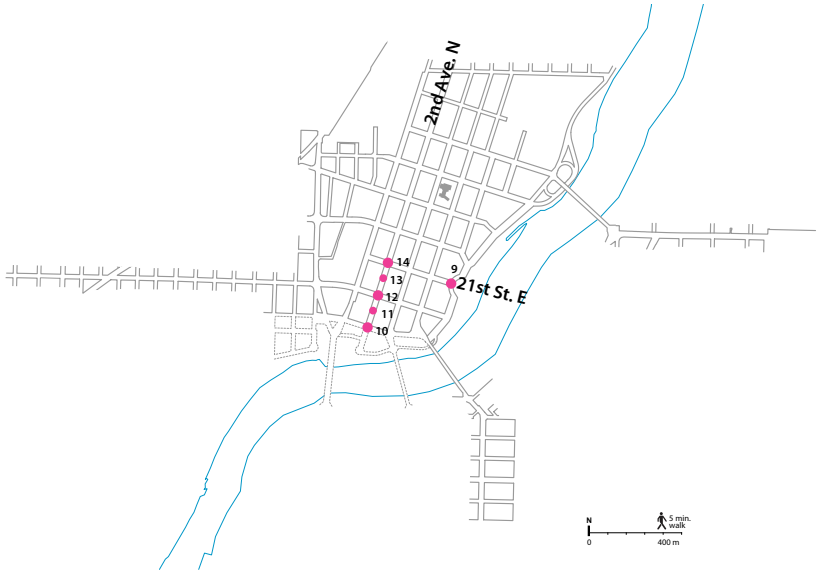


Stationary Activity on Key Streets: Summer

Stationary Activity - Summer





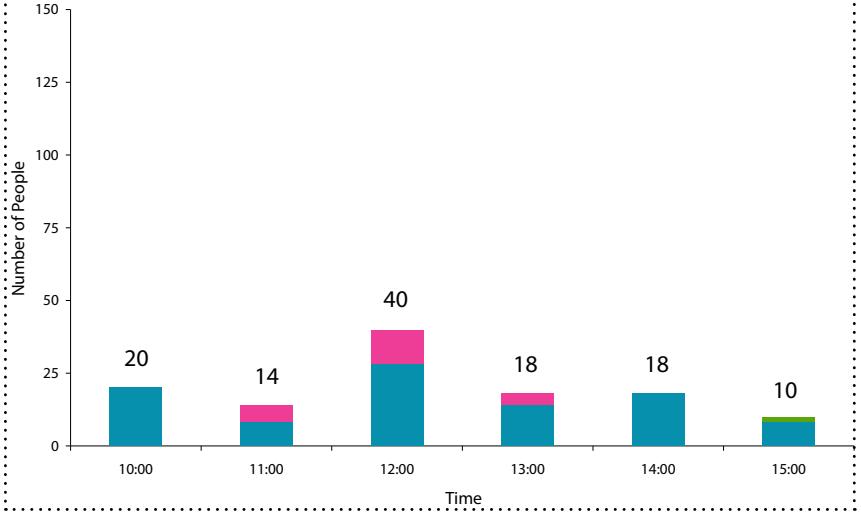


Sitting
Standing
Playing
Vending
Busking
Panhandling

Stationary Activity on Key Streets: Summer

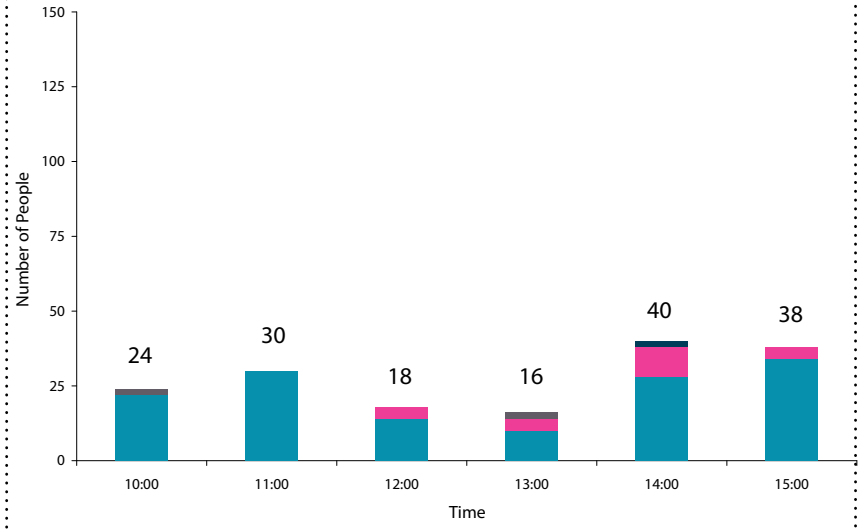
15. 2nd Ave. S between 21 St. E and 22 St. E

120 activities (registered at selected times)



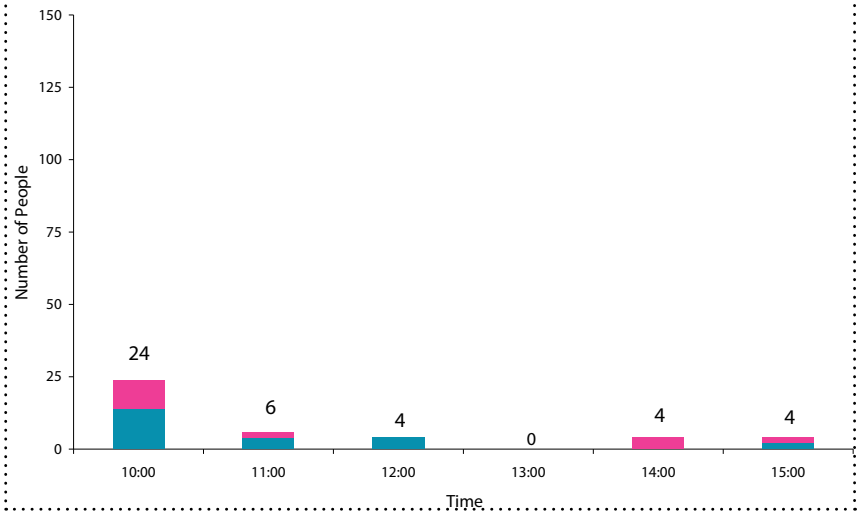
16. 2nd Ave. S & 22st St. E

166 activities (registered at selected times)



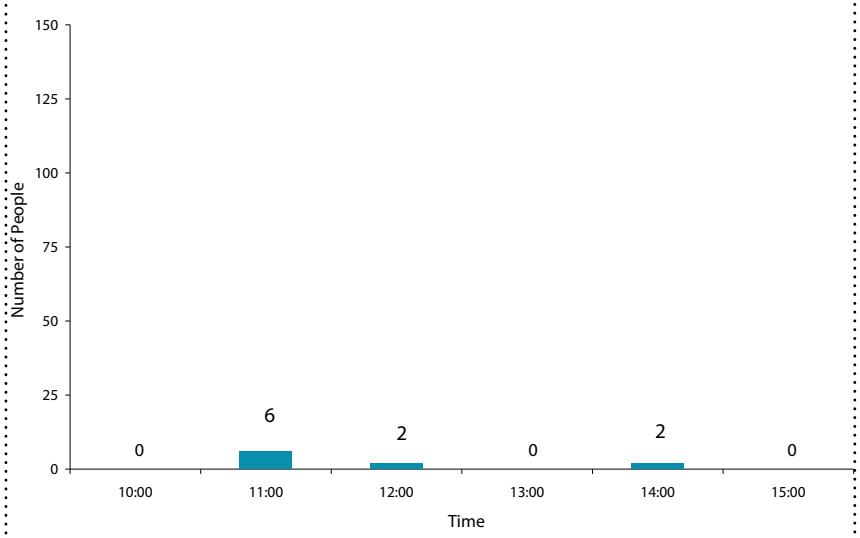
17. 2nd Ave. S between 22 St. E and 23 St. E

42 activities (registered at selected times)



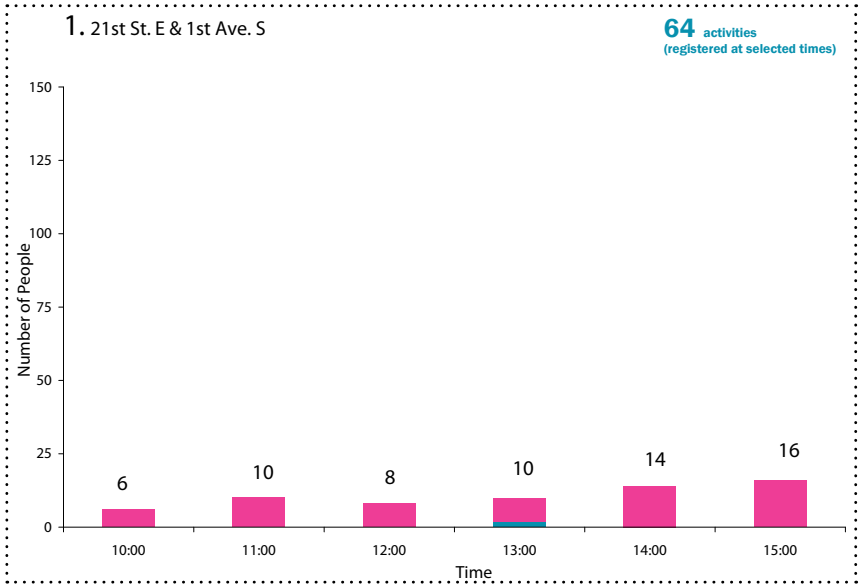
18. 2nd Ave. S & 23rd St. E

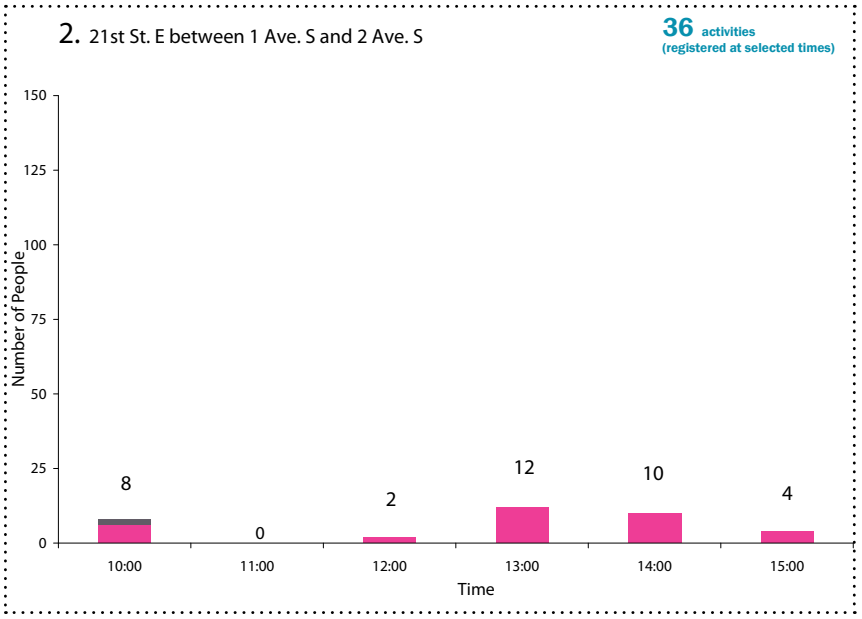
10 activities (registered at selected times)

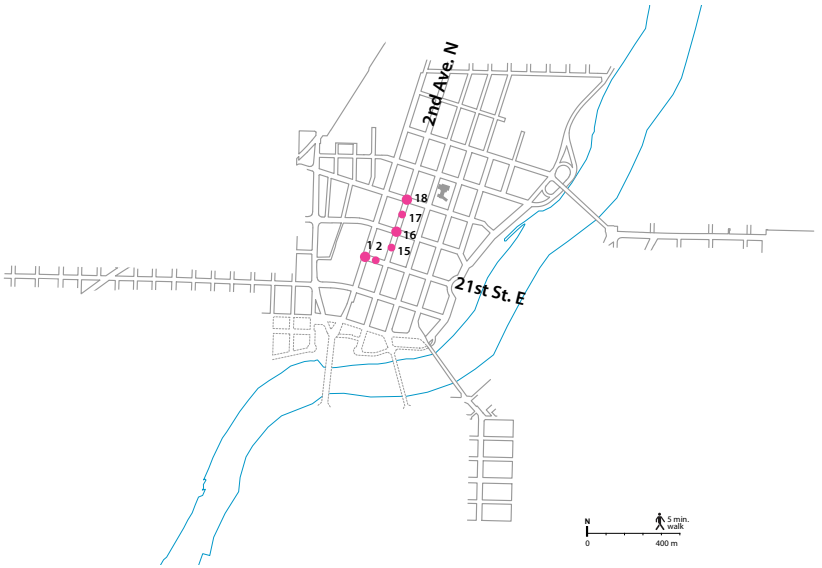


Stationary Activity on Key Streets: Winter

Stationary Activity - Winter

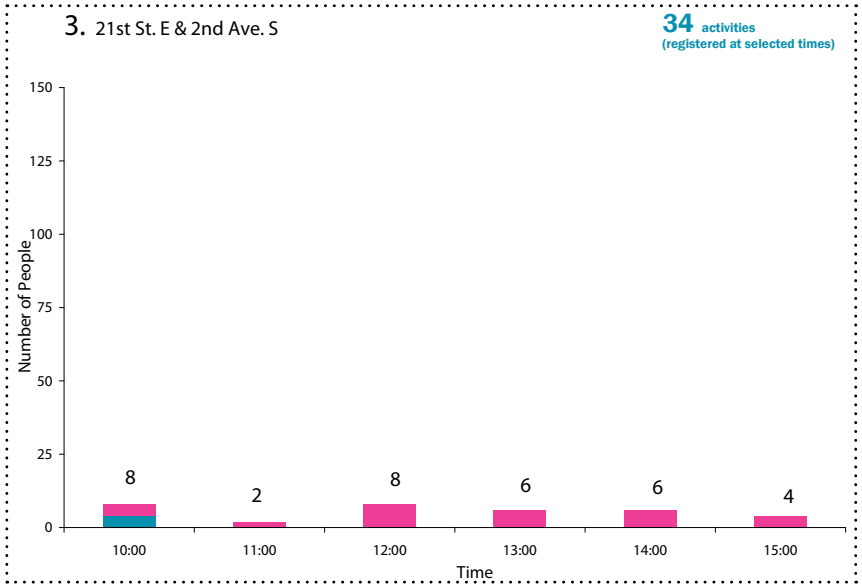


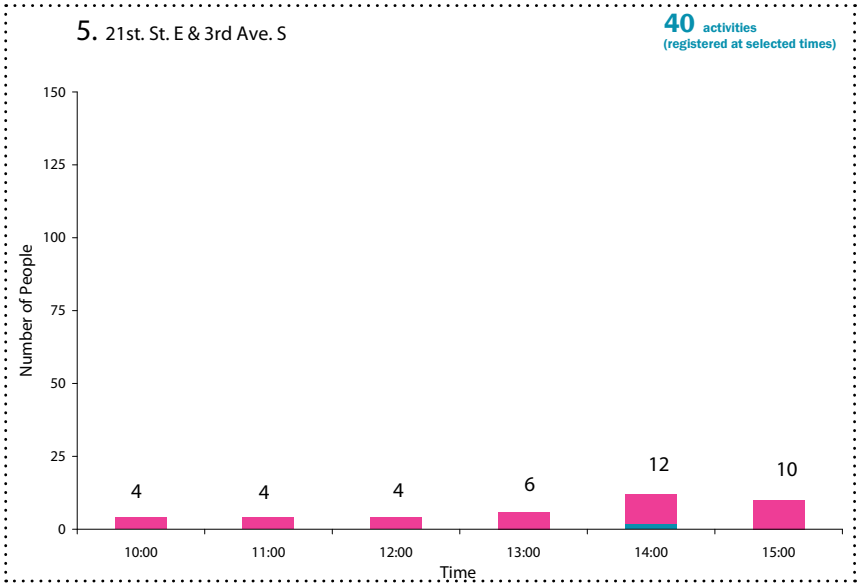


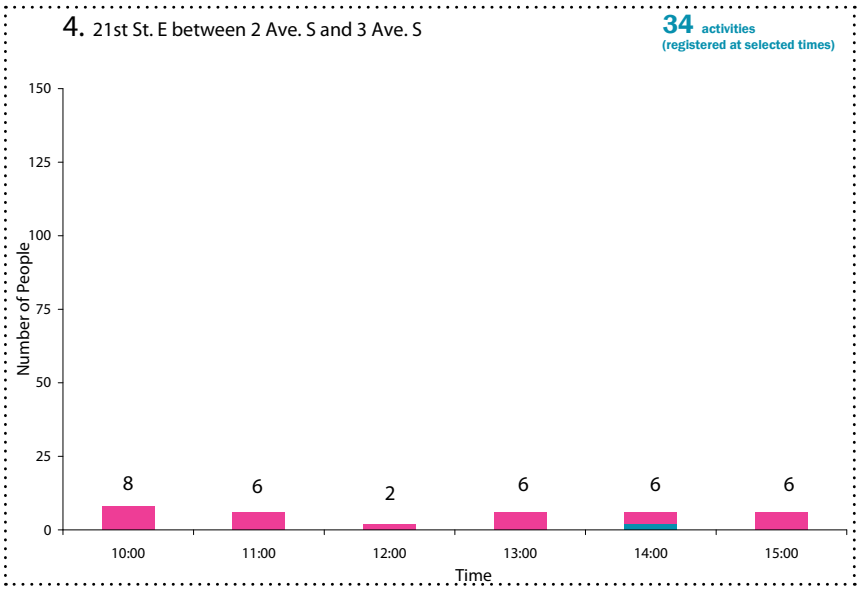


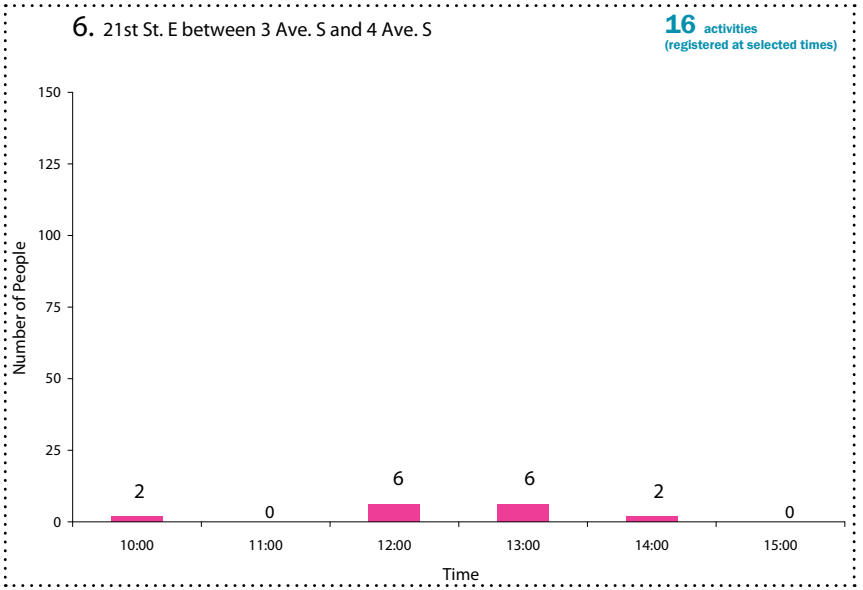
Sitting
Standing
Playing
Vending
Busking
Panhandling

Stationary Activity on Key Streets: Winter



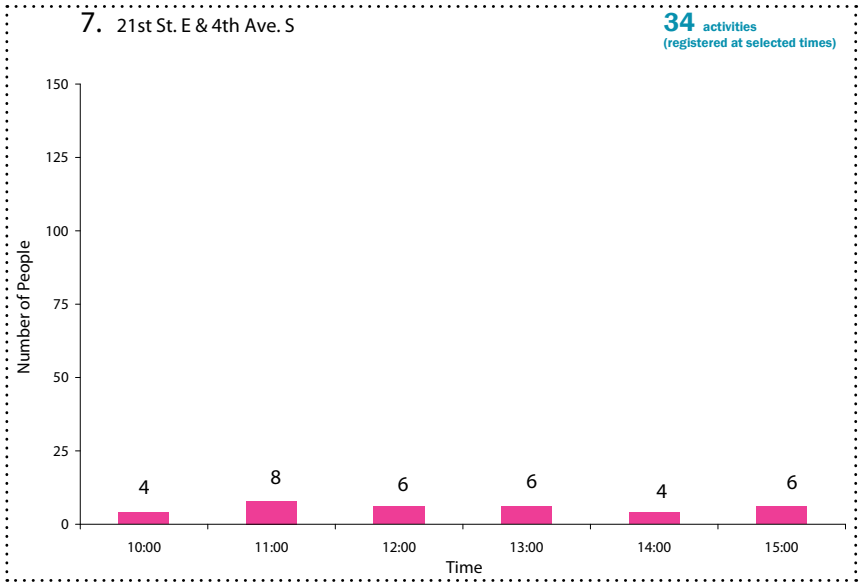


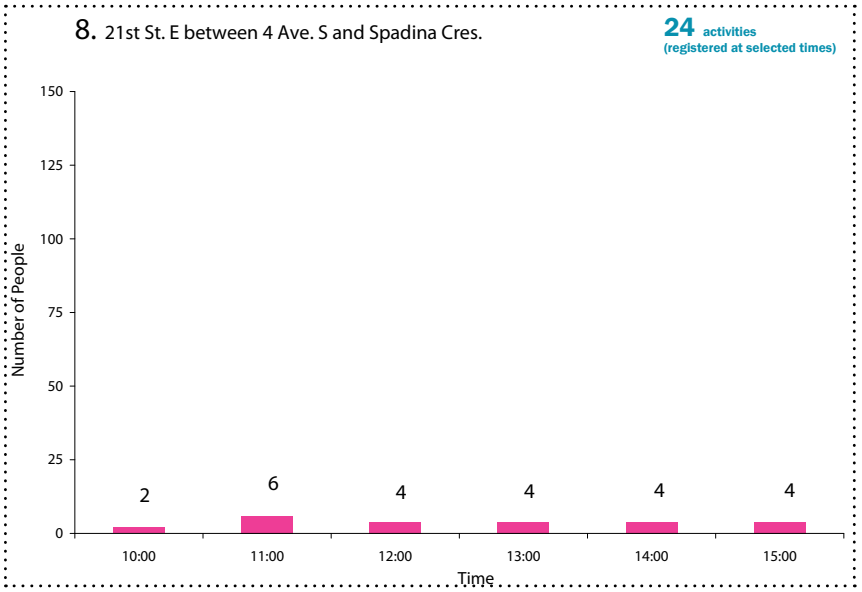


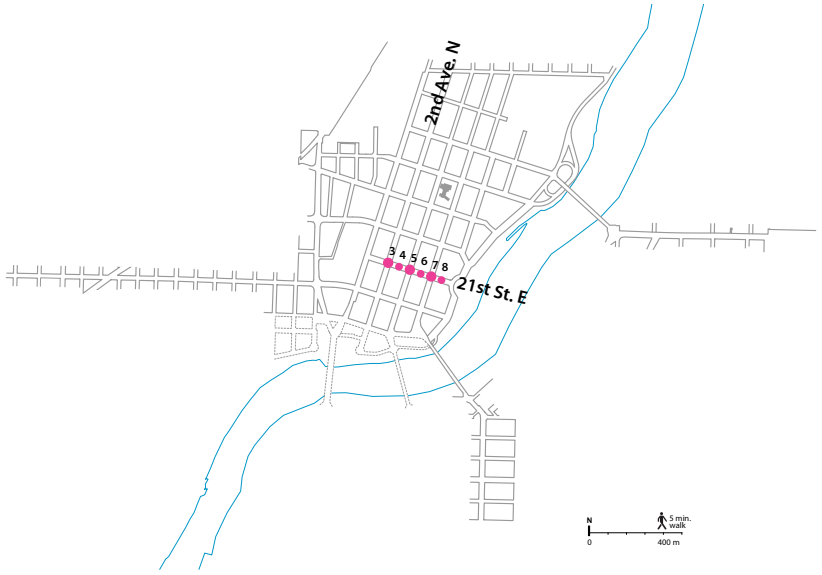


Stationary Activity on Key Streets: Winter

Stationary Activity - Winter







Sitting

Standing

Playing

Vending

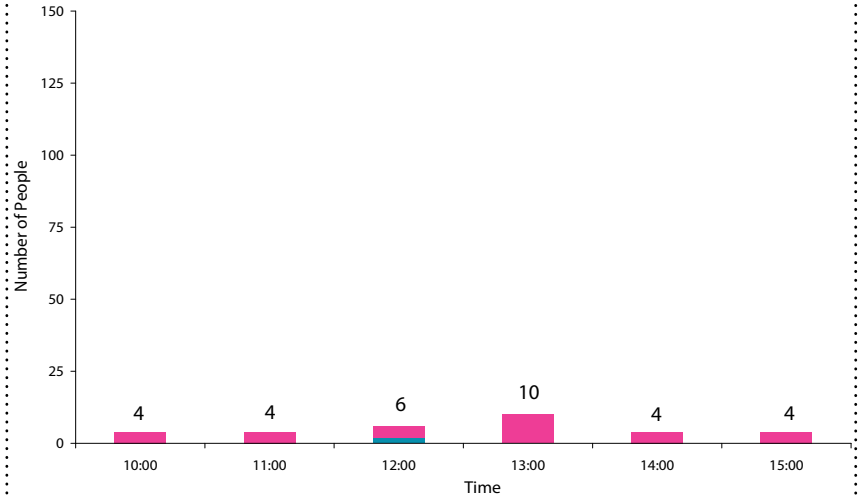
Busking

Panhandling

Stationary Activity on Key Streets: Winter

9. 21st St. E and Spadina Cres.

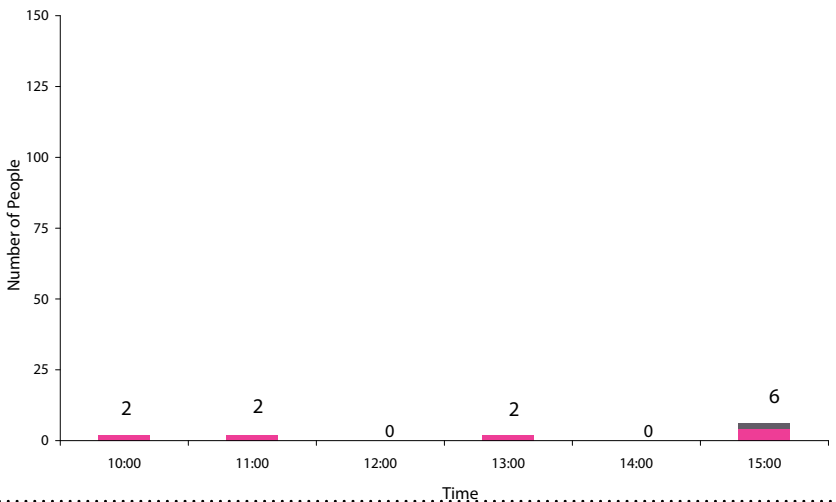
32 activities (registered at selected times)



10. 2nd Ave. S & 19th St. E - No Movement Data

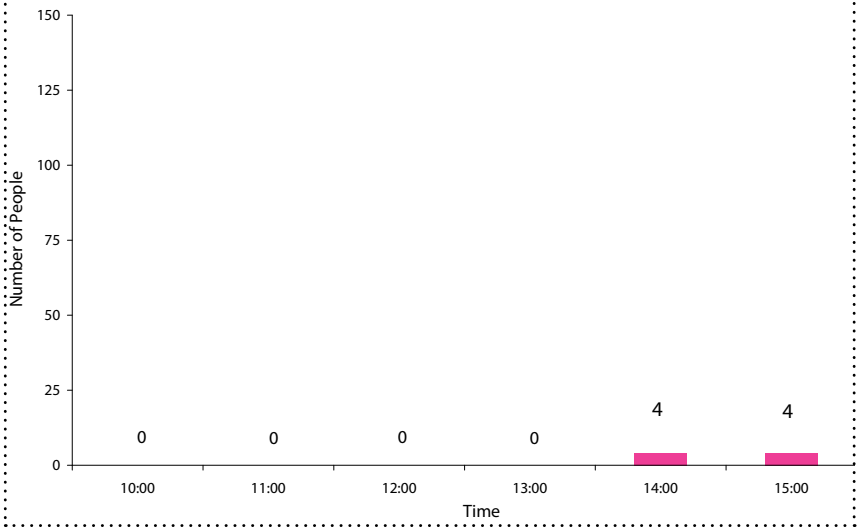
11. 2nd Ave. S between 19 St. E and 20 St. E

12 activities (registered at selected times)



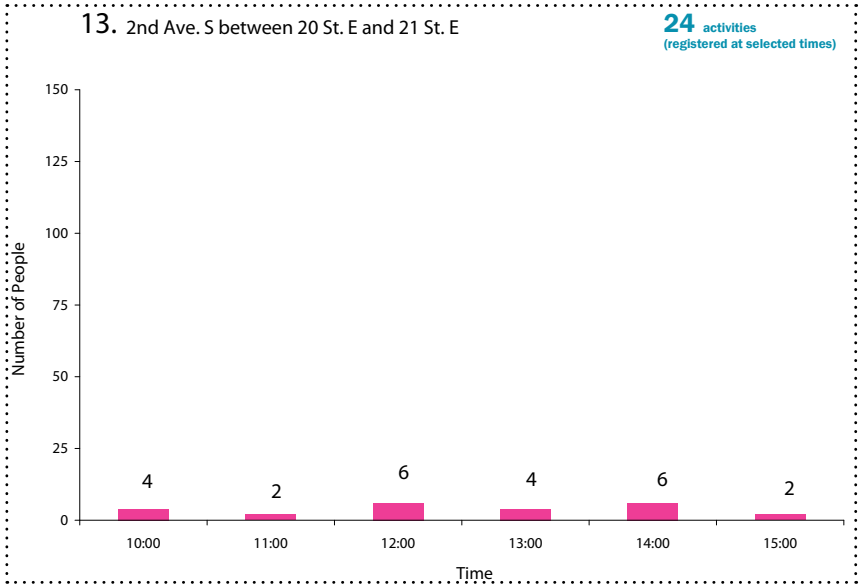
12. 2nd Ave. S and 20th St. E

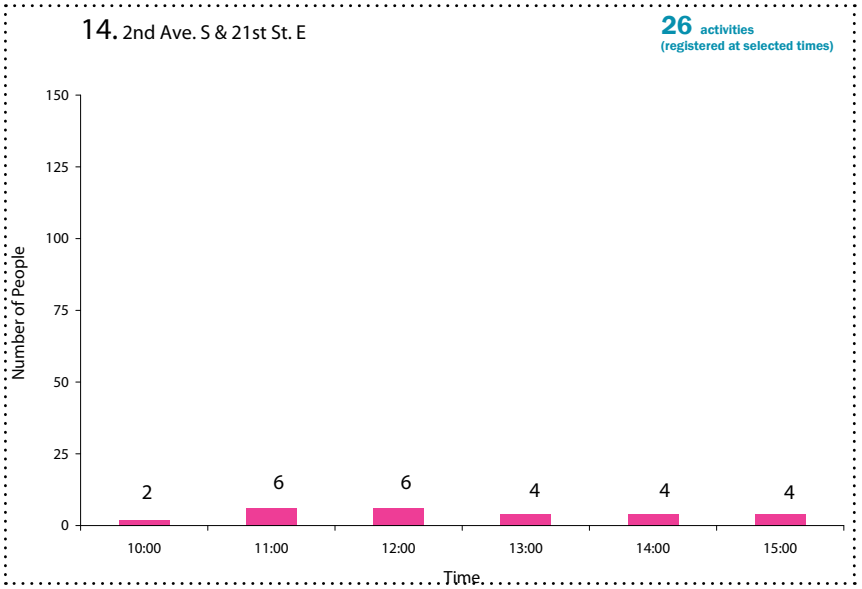
8 activities (registered at selected times)

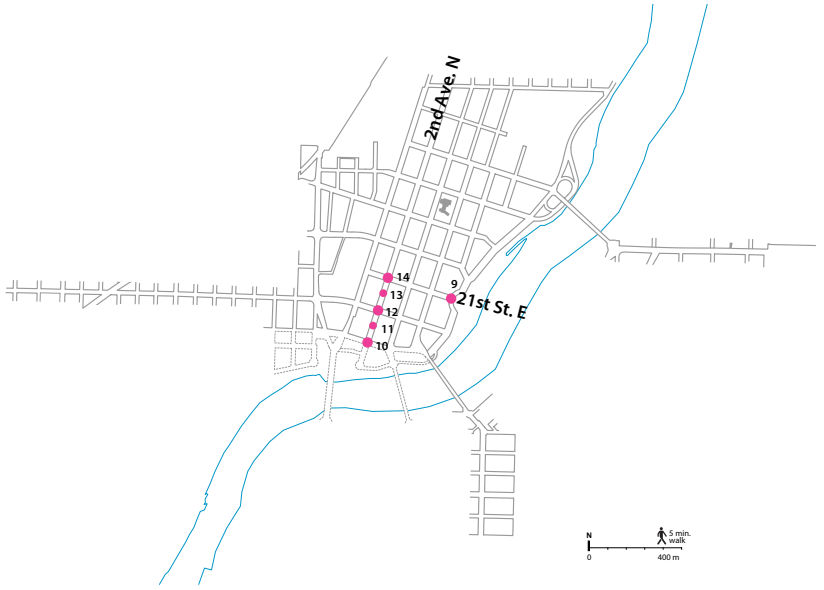


Stationary Activity on Key Streets: Winter

Stationary Activity - Winter





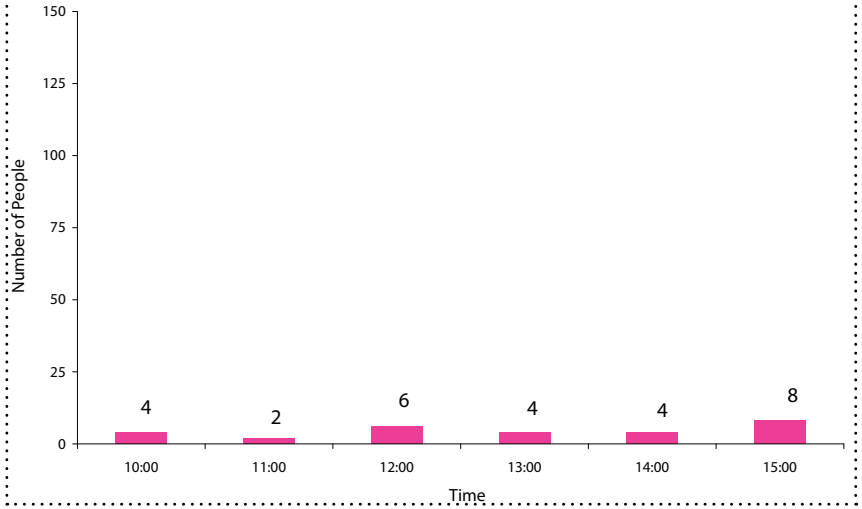


Sitting
Standing
Playing
Vending
Busking
Panhandling

Stationary Activity on Key Streets: Winter

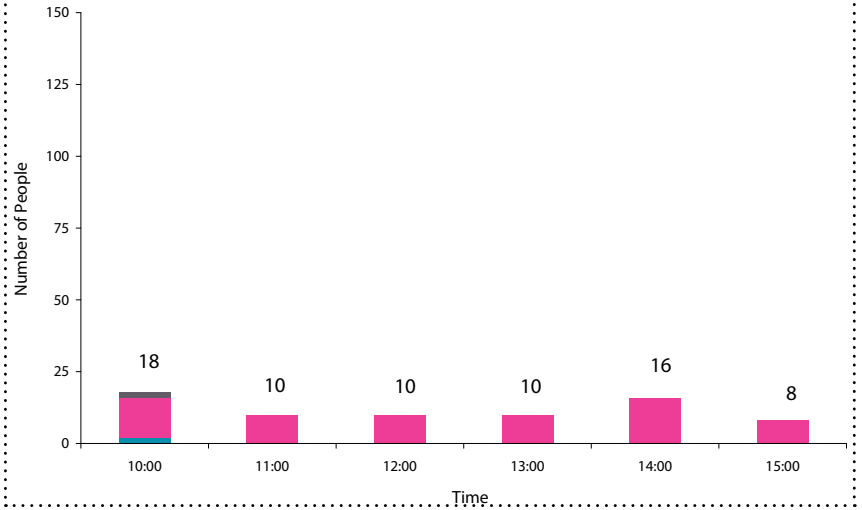
15. 2nd Ave. S between 21 St. E and 22 St. E

26 activities (registered at selected times)



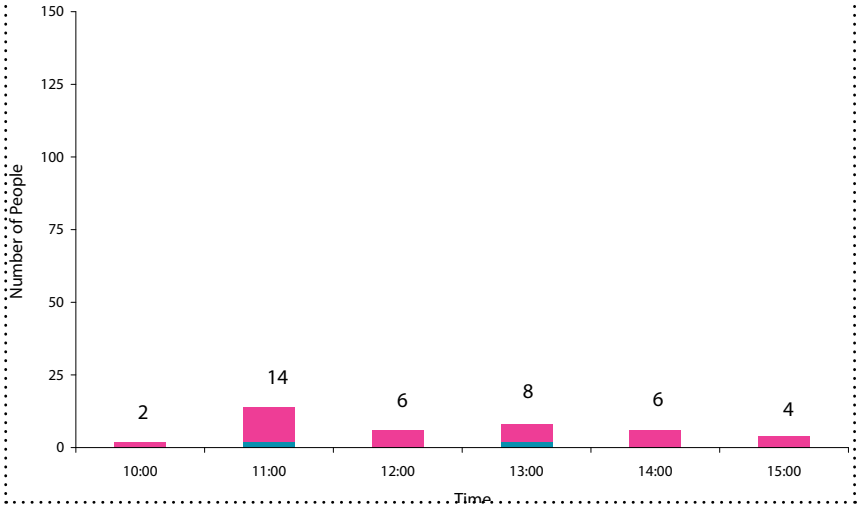
16. 2nd Ave. S & 22st St. E

72 activities (registered at selected times)



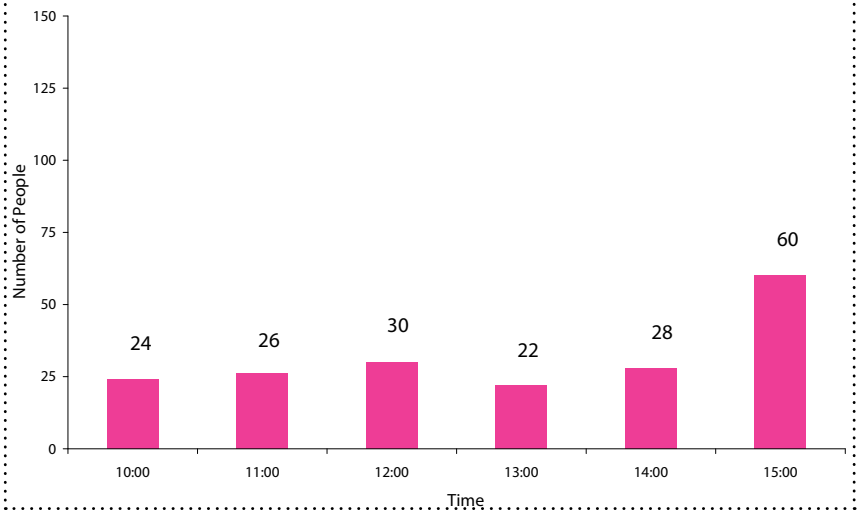
17. 2nd Ave. S between 22 St. E and 23 St. E

40 activities (registered at selected times)

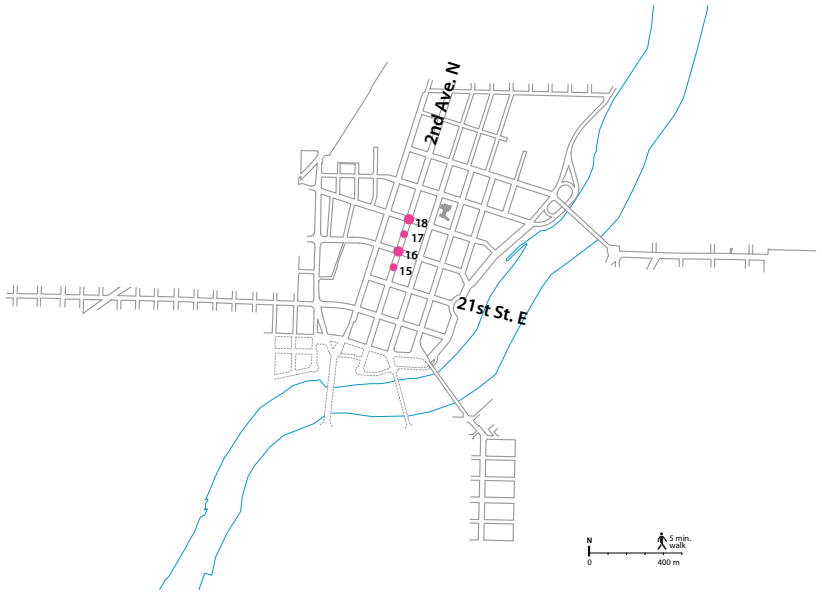


18. 2nd Ave. S & 23rd St. E

190 activities (registered at selected times)



Stationary Activity on Key Streets: Winter



Sitting

Standing

Playing

Vending

Busking

Panhandling

Stationary Activity on Key Streets: Winter

Method 1. Site Survey

A. Inventory Checklists

Green Spaces, Parks, Environmental Amenities

Instrument: N/A
Protocol: Using base maps of the study area and a legend of symbols, record presence of green spaces, parks, and other environmental amenities (e.g. water bodies, natural areas, areas with wildlife value).

Outdoor Public and Private Seating

Instrument: N/A
Protocol: Using base maps of the study area and a legend of symbols, indicate the location of outdoor public (benches) and private (outdoor café) seating, also indicating the number of seats available at each location (e.g. a bench might seat three or four people). Note the material the bench is constructed from and the direction it is facing.

St. Art, Public Displays, Window Displays

Instrument: N/A
Protocol: Using base maps of the study area and a legend of symbols, indicate the location of St. art, murals, statues, memorials, other artistic public displays, and St.-level window displays.

St. Trees and Planters

Instrument: N/A
Protocol: Using base maps of the study area and a legend of symbols, indicate the location of St. trees or shrubs and permanent planters.

B. Infrastructure Evaluations

Designated Bicycle Route Evaluations (Spadina and 4th Ave.)

Instruments: Intersection Study Form; Timed Interval Bike Lanes Form
Protocol: Traverse (ride) designated bicycle routes and record observations about impediments to travel or threats to safety (e.g. nature of bike lane, confusing or dangerous intersections, route interruptions, lane narrowing, etc.).

Also, conduct intersection studies at key intersections along the designated bike routes. Use the Timed Interval Bike Lanes Form to record cyclist behaviours. At the same time, map the routes cyclists are taking between key intersections, by performing observations at mid-block. Observations of routes taken should be mapped on base maps of the site.

Key Pedestrian Route Evaluations (2nd Ave and 21st St.)

Instrument: N/A
Protocol: Pedestrian Route Evaluations were conducted over a series of three days along 2nd Ave. and 21st St.. Intersection studies were conducted at selected intersections. Stationary activity mapping was conducted at pedestrian nodes (i.e., little clusters of 1–3 benches/St. furniture – typically three nodes per block-face, one at each end and one mid-block). Roving surveys recorded activity of all pedestrian nodes between 10am and 4pm. Observations were noted with regard to any route impediments, challenges or connection issues.(e.g. sidewalk widths and materials, confusing or dangerous intersections, footpath interruptions, connections to key areas such as the Meewasin Valley, River Landing, etc.).

C. Sensory Perceptions Survey

Sensory Perceptions Survey

Instrument: Sensory Perceptions Survey Form
Protocol: Complete sensory survey in selected public spaces where the objective is to promote staying. Survey gathers subjective data about the overall quality, comfort, safety, and enjoyment of a place as observed through the five senses.

Quality of Bus Transfer Mall

Instrument: Bus Transfer Point Evaluation Form (Adapted Sensory Perceptions Survey Form, see above).
Protocol: Evaluate the quality of the downtown bus transfer terminal as a public and pedestrian-oriented space. This expanded sensory perception survey also gathers impressions of bus mall design, safety features, and infrastructure.

Instruments & Protocols

Method 2. Direct Observation

A. Stationary Activity Mapping

Stationary Activity Mapping

Instrument: Notation on Base Maps
Protocol: Survey selected public spaces on a weekday, a weekend day, and on the same days during evening hours. Note the location and frequency of the following stationary activities in public spaces: standing; sitting; laying down; playing; cultural activities—buskers, performance artists, sports; commercial activities—food and merchandise vendors, etc.)

Active Transport Counts

Instrument: Pedestrian and Bicycle Count Sheet
Protocol: Observe and record pedestrian and bicycle traffic at designated points throughout the study area. Counts are performed once every hour for either 15 (winter) or 30 minute (summer) intervals. Observer stood on one side of the St., gazing straight across to the other side. All pedestrians and bicycles that crossed this “imaginary line” on both sides of the St. were counted by the observer.

Intersection Studies

Instrument: Intersection Study Form
Protocol: Observe and record pedestrian and bicycle traffic at designated intersections in the study area. Record traffic volumes and describe notable patterns of pedestrian/cyclist movement.

Method 3. Survey

Urban Quality Intercept Survey

Instrument: Urban Quality Intercept Survey
Protocol: Pedestrians within the study area were approached on foot (random sample) and asked to participate in a brief survey. Participants contributed subjective views of local St. design, pedestrian safety, and use of public spaces.

Participatory Mapping

Instrument: N/A
Protocol: Participants of the intercept survey (described above) were asked to also engage in a participatory mapping exercise. Using markers and base map of the local area, participants indicated their route through the area, stops along the way, and any areas they especially liked or avoided.

Snow Removal Surveys

Instrument: N/A
Protocol: Information about snow removal from city sidewalks in the study area was collected on three occasions in November, December and January. Observations were noted on base maps, beginning 48 hours after a major snowfall.

Appendix B: Citations

Images 216
List of Images 216

List of Images

Preface

Cover: *2nd Ave.* shop fronts. Source: City of Saskatoon Urban Design Section. Cover

1.1 *20th St.* Coffee Shop. Source: City of Saskatoon. vi

Executive Summary 1

1.2 *21st St.* at 2nd Ave.. Source: City of Saskatoon. 3

1.3 *City Centre Study Area.* Source: &Co. 5

1.4 *Population Density.* Source: &Co. 8

1.5 *Retail Density.* Source: &Co. 8

1.6 *Student Density.* Source: &Co. 8

1.7 *Employment Density.* Source: &Co. 8

1.8 *Evening Activities.* Source: &Co. 9

1.9 *Ground Floor Frontages.* Source: &Co. 9

1.10 *Perception of Safety.* Source: &Co. 9

1.11 *Surface Parking.* Source: &Co. 9

1.12 *Public Spaces.* Source: &Co. 10

1.13 *Street Trees.* Source: &Co. 10

1.14 *Sidewalk Widths.* Source: &Co. 10

1.15 *Public Seating and Cafés.* Source: &Co. 10

1.16 *Top Summer Daytime Pedestrian Traffic Locations.* Source: &Co. 11

1.17 *Top Winter Daytime Pedestrian Traffic Locations.* Source: &Co. 11

1.18 *Top Summer Activity Sites.* Source: &Co. 11

1.19 *Top Winter Activity Sites.* Source: &Co. 11

1.20 *Broadway Ave..* Source: Skyscraperforum [accessed Aug. 12, 2011. <forum.skyscraperpage.com/showthread.php?t=181947>] 12

Introduction..... 13

2.1 *Planning for People.* Source: &Co. 14

2.2 *Public Life.* Source: &Co. 15

2.3 *Sight.* Source: flickr.com [accessed Oct. 21, 2010 <www.flickr.com/photos/seanjco/41389782510/>] 16

2.4 *Sound.* Source: flickr.com [accessed Oct. 25, 2011 <www.flickr.com/photos/55444602@N00/217448857/>] 16

2.5 *Smell.* Source: flickr.com [accessed Oct. 23, 2009 <www.flickr.com/photos/42169885@N030/40272734460/>] 16

2.6 *Touch.* Source: flickr.com [accessed Oct. 24,2010 <www.flickr.com/photos/42169885@N030O/402727344600/>] 16

2.7 *Necessary Activities.* Source: &Co 17

2.8 *Leisure Activities.* Source: City of Saskatoon 17

2.9 *Social Activities.* Source: City of Saskatoon 17

2.10 *25th St.* at Spadina. Source: City of Saskatoon 19

2.11 *River view from Broadway Bridge.* Source: City of Saskatoon 27

2.12 *4th Ave.* in Winter. Source: &Co 28

2.13 *Market Square at River Landing.* Source: City of Saskatoon 30

Urban Life 31

3.1 *Historical Population of the CBD.* Source: &Co. 32

3.2 *Age Group (2009 estimates).* Source: &Co. 32

3.3 *Number of Students Near the City Centre.* Source: &Co.36

3.4 *Edwards School of Business.* Source: Wikipedia [accessed Feb. 11, 2011 <en.wikipedia.org/wiki/File:Nasser_Centre_University_of_Saskatchewan.jpg>] 36

3.5 *Students walking at the University of Saskatchewan Campus.* Source: flickr.com [accessed Feb. 11, 2011 <www.flickr.com/photos/usask/4955079485/>] Credit: University of Saskatchewan 36

3.6 *Community & Recreational Centres (5 minute walk).* Source: &Co. 38

3.7 *Clinics (5 minute walk).* Source: &Co. 38

3.8 *Day cares (5 minute walk).* Source: &Co. 38

3.9 *Libraries (5 minute walk).* Source: &Co. 38

3.10 *Groceries (5 minute walk).* Source: &Co. 38

3.11 *Churches (5 minute walk).* Source: &Co. 38

3.12 *Net Employment Density (People per hectare).* Source: &Co. 40

3.13 *Workforce Distribution by Type within the City Centre.* Source: &Co. 40

3.14 *Office Space Distribution within the City Centre.* Source: &Co. 40

3.15 *Retail Space by Area (Rentable Square Meters) 2009.* Source: &Co. 42

3.16 *Retail Space in the City Centre 2009.* Source: &Co. 42

3.17 *Unfriendly retail street: 20th St.* between 1st and Idylwyld. Source: &Co. 42

3.18 *TCU Place.* Source: Panoramio [accessed Feb. 11,2011 <www.panoramio.com/photo/3960464>] Credit: pozzy 44

3.19 *The Radisson and Bessborough Hotels.* Source: flickr.com [accessed Aug. 11, 2011 <www.flickr.com/photos/daryl_mitchell/481535601/>] Credit: Daryl Mitchell 44

3.20 *Mendel Art Gallery.* Source: flickr.com [accessed Oct. 26, 2011 <www.flickr.com/photos/zemistor/3764717255/>] Credit: zemistor 44

3.21 *Cruise Weekend.* Source: City of Saskatoon. 46

3.22 *The Fringe Festival.* Source: Tourism Saskatoon. 46

3.23 *Ice slide constructed as part of Wintershines.* Source: City of Saskatoon. 46

3.24 *Events throughout the year 2010-2011 within or close-by the study area.* Source: &Co. 47

3.25 *Arabesque by Douglas Bentham, 2004.* Source: ArtLab 48

3.26 *The Canada Building at 21st St.* and 1st Ave.. Source: Architectural Heritage Society of Saskatchewan [accessed Mar. 16, 2011 <www.ahsk.ca/photoweb.php?gid=50&file=saskatoon11.jpg>] 48

3.27 *A landmark in the Warehouse District, but not public art.* Source: &Co. 48

3.28 *Night life in the City Centre.* Source: flickr.com [accessed Dec. 3, 2010 <www.flickr.com/photos/fozland/33122971720/>] Credit: Fozland 50

3.29 *Downtown at night.* flickr.com [accessed Oct. 28, 2011 <www.flickr.com/photos/daryl_mitchell/2855898901/in/photostream/>] Credit: Daryl Mitchell 50

3.30 *A stretch of 20th St.* at night. flickr.com [accessed June. 12, 2010 <www.flickr.com/photos/daryl_mitchell/2856733834/>] Credit: Daryl Mitchell 50

3.31 *Saskatoon at Night.* Source: Unknown 52

List of Images

3.32 *Bus Terminal.* Source: Wikipedia [accessed July 27, 2011 <en.wikipedia.org/wiki/File:Saskatoon_Transit_downtown_terminal_01.jpg>] 52
3.33 *Low light levels on City Streets.* Source: flickr.com [accessed Oct. 28, 2011 <www.flickr.com/photos/seventwentysk/4285758717/>] Credit: seventwentysk 52
3.34 *Pedestrian Scaled Lighting.* Source: &Co. 52
3.35 *An under-utilized block along 2nd Ave.,* north of 25th St.. Source: bing.com 54
3.36 *Development potential in the Warehouse District.* Source: bing.com 54
3.37 *An economically vital section of the City Centre along 21st St..* Source: bing.com 54
3.38 *Broadway Ave..* flickr.com [accessed Oct. 28, 2011 <www.flickr.com/photos/seventwentysk/5608728547/>] Credit: seventwentysk 56

Public Space and Movement 57

4.1 *Kinsmen Park.* Source: Saskmom.com [accessed Jul. 12, 2011 <www.saskmom.com/2010/05/kinsmen-park.html>] 58
4.2 *City Hall Square.* Source: &Co. 58
4.3 *2nd Ave.* North. Source: City of Saskatoon. 58
4.4 *Park Space within the City Centre.* Source: &Co. 59
4.5 *Broadway Ave.:* a comfortable main street. Source: City of Saskatoon. 60
4.6 *2nd Ave.:* an active central street. Source: City of Saskatoon. 60
4.7 *Narrow sidewalks approaching Broadway Bridge.* Source: &Co. 60
4.8 *Crosswalk on 2nd Ave.* Source: City of Saskatoon. 62
4.9 *Benches on 21st St.* Source: City of Saskatoon. 62
4.10 *Narrow sidewalk on College Dr.* Source: &Co. 62
4.11 *Elm trees frame the walk along 21st St..* Source: Skyscraperforum [accessed Aug. 12, 2011. <forum.skyscraperpage.com/showthread.php?t=181947>] 64
4.12 *Evergreen Trees on Broadway.* Source: &Co. 64
4.13 *1st Ave.* N. Source: &Co. 64
4.14 *Wide intersection & underpass (Spadina @ Bridge).* Source: &Co. 66
4.15 *Sidewalk interruption on 3rd Ave..* Source: &Co. 66
4.16 *Channelized Intersection at Idylwyld and 22nd.* Source: &Co. 66
4.17 *Narrowed mid-block crosswalk on 2nd Ave.* Source: &Co. 66
4.18 *Wide divided road separates bus stop on 20 St.* E. Source: &Co. 66
4.19 *Poor markings at University & Saskatchewan Cr.* Source: &Co. 66
4.20 *Channelized turn lanes on 19th St.* and 4th Ave. Source: &Co. 66
4.21 *Narrowed Crosswalk on 21st.* St. E. Source: &Co. 66
4.22 *Art Placement Framing Shop near 21st and 3rd Ave.* Source: &Co. 70
4.23 *A rundown laneway near 2nd Ave.* Source: flickr.com [accessed Oct. 28, 2011 <www.flickr.com/photos/34368240@N08/4353638767/>] Credit: Mi.. Sa... 70
4.24 *Pedestrians in a laneway behind Broadway.* Source: &Co. 70
4.25 *Sitting:Standing:Seat Ratio (SSS ratio).* Source: &Co. 72
4.26 *Public Bench on 21st St..* Source: City of Saskatoon. 72
4.27 *Café Seating on Broadway.* Source: Skyscraperforum [accessed Aug. 12, 2011. <forum.skyscraperpage.com/showthread.php?t=181947>] 72
4.28 *Broadway Ave..* Source: &Co. 74
4.29 *Broadway Ave..* Source: City of Saskatoon. 74
4.30 *Long Blank Façade along 1st Ave.* N. Source: &Co. 74
4.31 *Surface Parking.* Source: &Co. 78
4.32 *Large, mostly empty, surface parking lots in the west City Centre.* Source: bing.com 78
4.33 *Structured Parking Lot at Grade.* Source: &Co. 78
4.34 *Elm trees frame the walk along Spadina Crescent.* Source: Skyscraperforum [accessed Aug. 12, 2011. <forum.skyscraperpage.com/showthread.php?t=181947>] 80
4.35 *The Bessborough is an important landmark in Saskatoon.* Source: Skyscraperforum [accessed Aug. 12, 2011. <forum.skyscraperpage.com/showthread.php?t=181947>] 80
4.36 *Saskatoon skyline and the South Saskatchewan River.* Source: Wikipedia [accessed Oct 28, 2011 <en.wikipedia.org/wiki/File:Saskatoon_Skyline_in_Winter.jpg>] 80
4.37 *Custom Tree Grates by the City's Urban Design Team.* Source: ArtLab. 82
4.38 *Broadway Ave..* Source: Skyscraperforum [accessed Aug. 12, 2011. <forum.skyscraperpage.com/showthread.php?t=181947>] 82
4.39 *Land Titles Building on 21st St..* Source: Skyscraperforum [accessed Aug. 12, 2011. <forum.skyscraperpage.com/showthread.php?t=181947>] 82
4.40 *Idylwyld Drive and 22nd St..* Source: &Co. 82
4.41 *Over-scaled signage at 20th St.* and 1st Ave.. Source: &Co. 82
4.42 *Blank wall on 1st Ave..* Source: &Co. 82
4.43 *1st Ave..* Source: &Co. 83
4.44 *21st St..* Source: Skyscraperforum [accessed Aug. 12, 2011. <forum.skyscraperpage.com/showthread.php?t=181947>] 83
4.45 *Spadina Crescent.* Source: Skyscraperforum [accessed Aug. 12, 2011. <forum.skyscraperpage.com/showthread.php?t=181947> 83
4.46 *25th St.* near Spadina Crescent. Source: &Co. 83
4.47 *2nd Ave.* Alley. Source: Unknown 83
4.48 *20th St.* and Idylwyld Drive. Source: &Co. 83
4.49 *Waiting for the Bus on 25th St..* Source: City of Saskatoon. 84
4.50 *Downtown Bus Mall.* Source: Wikipedia [accessed June 13, 2011 <en.wikipedia.org/wiki/File:Saskatoon_Transit_downtown_terminal_01.jpg>] 84
4.51 *Bus Shelter on Broadway Ave..* Source: &Co. 84
4.52 *Cycling across Broadway Ave..* Source: flickr.com [accessed Oct. 28, 2011 <www.flickr.com/photos/seventwentysk/4989166980/>] Credit: seventwentysk 86

List of Images

4.53 *Room for Bike Lanes on Idylwyld Drive.* Source: &Co. 86
4.54 *Faint Bike Lane Markings on Spadina Crescent.* Source: &Co. 86
4.55 *Idylwyld Drive and 22nd St..* Source: &Co. 88
4.56 *Spadina Crescent between 20th and 21st St..* Source: City of Saskatoon. 88
4.57 *Social Space on 21st St..* Source: City of Saskatoon. 88
4.58 *Play village at Kinsmen Park .* Source: City of Saskatoon. 90

Public Activity 91

5.1 *An enthusiastic UofS researcher recording activity along 21st St..* Source: University of Saskatoon. 92
5.2 *The red bus on 21st St.:* a popular summer stationary activity site 92
5.3 *A UofS researcher recording activity at the Bus Mall.* Source: University of Saskatoon. 92
5.4 *Broadway and 10th St.* Source: Skyscraperforum [accessed Aug. 12, 2011. <forum.skyscraperpage.com/showthread.php?t=181947> 110

Opportunities 111

6.1 *21st St.* at Spadina Crescent . Source: City of Saskatoon. 112
6.2 *Park Café, Breda.* Source: &Co. 115
6.3 *Waterfront plaza, Tel Aviv.* Source: ArchDaily.com [accessed Oct. 25, 2010 <www.archdaily.com/83766/tel-aviv-port-public-space-regeneration-project-mayslits-kassif-architects/>] 115
6.4 *Riverfront, San Antonio.* Source: &Co. 115
6.5 *HTO, Toronto.* Source: flickr.com [accessed Oct. 28, 2011 <www.flickr.com/photos/rezavaziri/5965051225/>] Credit: Reza Vaziri 115
6.6 *Promenade, Brighton.* Source: flickr.com [accessed Oct. 28, 2011 <www.flickr.com/photos/tgigreeny/3412291880/>] Credit: Tom Green 115
6.7 *Millennium Bridge, Newcastle upon Tyne.* Source: &Co. 115
6.8 *Green Street, Portland.* Source: &Co. 117
6.9 *View corridor, Vancouver.* Source: City of Saskatoon. 117
6.10 *Streetscape water management garden, Malmo.* Source: &Co. 117
6.11 *Green Street, Paris.* Source: flickr.com [accessed Oct. 28, 2011 <www.flickr.com/photos/73491156@N00/477125508>] Credit: Éole Wind 117
6.12 *2nd Ave.,* Saskatoon. Source: City of Saskatoon. 117
6.13 *Street-side water feature, Charleston.* Source: &Co. 117
6.14 *Affordable housing, Amsterdam.* Source: &Co. 119
6.15 *Live/work studios, Amsterdam.* Source: &Co. 119
6.16 *Újbuda City Centre, Budapest, Hungary.* Source: Landezine [accessed June. 6, 2011 <www.landezine.com/index.php/2011/01/ujbuda-city-centre-by-garten-studio/>] 119
6.17 *Adaptive-reuse, Toronto.* Source: &Co. 119
6.18 *North Beach at night, San Francisco.* Source: &Co. 119
6.19 *Westside Market, Cleveland.* Source: flickr.com [accessed Dec. 1, 2010 <www.flickr.com/photos/juliogonzalez1/3003498405/>] Credit: Julio González 119
6.20 *North Toronto Collegiate Institute, Toronto, Ontario.* Photographer: Shai Gil. Architecture: CS&P Architects Inc. 121
6.21 *Student housing, Copenhagen.* Source: &Co. 121
6.22 *Outdoor amphitheater, Hammarby Sjöstad.* Source: &Co. 121
6.23 *Basket Bar, Utrect University, Utrect.* Source: ARCH'IT [accessed <Mar. 12, 2004 <architettura.it/architetture/20031018/index.htm/>] 121
6.24 *The Hub King's Cross, London.* Source: flickr.com [accessed Oct. 28, 2011 <www.flickr.com/photos/ludovicofischer/4132683597/>] Credit: Ludovico Fischer 121
6.25 *Westblaak Skatepark, Rotterdam.* Source: &Co. 121
6.26 *River Landing, Saskatoon.* Source: City of Saskatoon. 123
6.27 *O'Connell Street, Dublin.* Source: &Co. 123
6.28 *Simone de Beauvoir Bridge, Paris.* Source: &Co. 123
6.29 *Garscube Link, Glasgow.* Source: &Co. 123
6.30 *Multi-modal Street, Vancouver.* Source: flickr.com [accessed Oct. 28, 2011 <www.flickr.com/photos/pwkrueger/5133831273/>] Credit: Paul Krueger 123
6.31 *Revitalized laneway, Melbourne.* Source: &Co. 123
6.32 *A possible future for 1st Ave.,* with active uses lining Midtown Plaza. Source: &Co. 124
6.33 *Multi-modal crosswalk, Paris.* Source: &Co. 125
6.34 *Shared street Elwick Road, Ashford, Kent.* Source: &Co. 125
6.35 *Corvin Gate, Budapest.* Source: landezine.com [accessed Oct. 28, 2011 <www.landezine.com/index.php/2010/11/k3-phase-1/>] Credit: Urban Landscape Group 125
6.36 *Snow clearing, Thunder Bay.* Source: &Co. 125
6.37 *Sidewalk textures provide character and accessibility, the Netherlands.* Source: &Co. 125
6.38 *Gansevoort Plaza, New York.* Source: flickr.com [accessed June. 27, 2011 <www.flickr.com/photos/yourdon/4745689678/>] Credit: Ed Yourdon 125
6.39 *Cady's Alley, Georgetown, DC.* Source: &Co. 127
6.40 *Street Café, New York.* Source: &Co. 127
6.41 *Open façade, Flint, Saskatoon.* Credit: Mark Gabruch / Flint. 127
6.42 *Active frontage in winter, Toronto.* Source: &Co. 127
6.43 *Parking lot food carts, Portland.* Source: &Co. 127
6.44 *1st Ave.,* Seattle. Source: &Co. 127
6.45 *Agnes Lofts, Seattle.* Source: &Co. 129
6.46 *Retail mews, Sandnes, Norway.* Source: &Co. 129
6.47 *Adjacent historic and contemporary buildings, Washington D.C..* Source: &Co. 129
6.48 *Django Building - Amsterdam.* Source: &Co. 129
6.49 *Chashama: temporary art gallery Storefront, New York.* Source: &Co. 129
6.50 *The Sinclair Building, Sheffield.* Source: &Co. 129
6.51 *Structured parking above retail.* Source: &Co. 131
6.52 *Mountain Dwellings, Copenhagen.* Source: &Co. 131
6.53 *Structured parking solutions.* Source: &Co. 131
6.54 *Post Office Square, Boston.* Source: &Co. 131
6.55 *Park and Ride, Austin.* Source: &Co. 131

List of Images

6.56 *Simon and Helen Director Park, Portland.* Source: &Co. 133
6.57 *Heated transit shelters, Rochester.* Source: flickr.com [accessed Oct. 28, 2011 <www.flickr.com/photos/jonston7/52256650012/>] Credit: Chap Jonston 133
6.58 *Dedicated bus lane, Newcastle.* Source: &Co. 133
6.59 *Bixi bicycles, Montreal.* Source: flickr.com [accessed Oct. 28, 2011 <www.flickr.com/photos/32491600@N08/4180486106/>] Credit: smiling_stingray 133
6.60 *16th Street Bus Mall, Denver.* Source: &Co. 133
6.61 *Bus Mall, Portland.* Source: &Co. 133
6.62 *Bike lane snow removal, Copenhagen.* Source: &Co. 135
6.63 *Secure bicycle parking at bike station, Seattle.* Source: &Co. 135
6.64 *Hawthorne Bridge, Portland.* Source: &Co. 135
6.65 *Dedicated bicycle lane and bike box, Portland.* Source: &Co. 135
6.66 *Separated bike lane as connector, Copenhagen.* Source: &Co. 135
6.67 *Lighted bike lane, Copenhagen.* Source: &Co. 135
6.68 *A possible future for 21st St.* showing on-street parking converted to Café seating in the summer months. Source: &Co. 136
6.69 *High Line seating, New York.* Source: &Co. 137
6.70 *Enclosed street Café, Paris.* Source: &Co. 137
6.71 *Café parking space: Caffe Greco, San Francisco.* Source: &Co. 137
6.72 *Skating Shelter, Winnipeg.* Source: designbuzz.com [accessed Oct. 28, 2011 <www.designbuzz.com/entry/canadian-architects-hit-headlines-for-creating-winnipeg-skating-shelters/>] Credit: Patkau Architects 137
6.73 *Pocket park: Capitol Plaza - New York.* Source: &Co. 137
6.74 *Market Square, Pittsburgh.* Source: &Co. 137
6.75 *A possible future for City Hall Square.* Source: &Co. 138
6.76 *Portobello Road Market, London.* Source: flickr.com [accessed Oct. 28, 2011 <www.flickr.com/photos/simonbooth/4690314/>] Credit: simonbooth 139
6.77 *Informal playground, Paris.* Source: &Co. 139
6.78 *Tomkins Square dog run, New York City.* Source: insidesocal.com [accessed Oct. 28, 2011 <www.insidesocal.com/pets/2009/01/>] 139
6.79 *Simon and Helen Director Park - Portland.* Source: &Co. 139
6.80 *Metropol Parasol, Seville.* Source: &Co. 139
6.81 *Drinking water fountains, Portland.* Source: flickr.com [accessed Oct. 28, 2011 <www.flickr.com/photos/markhogan/534214293/>] Credit: Mark Hogan 139
6.82 *A possible enhanced laneway.* Source: &Co. 140
6.83 *Noel dans Parc Lahie Montreal.* Source: &Co. 141
6.84 *Street curling, Copenhagen.* Source: &Co. 141
6.85 *Window seat, Bruges Belgium.* Source: &Co. 141
6.86 *Street Vendor, New York.* Source: &Co. 141
6.87 *Street-side chess, Toronto.* Source: &Co. 141
6.88 *Quartier des Spectacles, Montreal.* Source: &Co. 141
6.89 *Kinsmen Park user consultation at the Saskatoon Children's Festival.* Source: City of Saskatoon. 142
6.90 *Spadina Crescent Promenade.* Source: City of Saskatoon. 144

ISBN 978-0-9878621-0-5